

(ESTABLISHED 1881.)

\$30 PER ANNUM.
'SINGLE' COPY 10 CENTS

Entimations.

STEAM NAVIGATION COMPANY

LONDON and ANTWERP VIA SINGAPORE, PENANG, CO- LOMBO, PORT SAID and MARSEILLES.....	JAPAN..... E. P. M. rilo, R.N.R.....	About 14th February	Freight and Passage.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE	PERA..... A. L. Valenial.....	About 14th February	Freight only.
MOJI, KOBE and YOKOHAMA	BANCA..... J. H. Ferguson.....	About 15th February	Freight only.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE	JAVA..... S. Barnham.....	About 20th February	Freight and Passage.
SHANGHAI.....	DELTA..... C. L. Unwin.....	About 23rd February	Freight and Passage.
LONDON, &c.....	DELHI..... J. D. Andrews, R.N.R.....	Noon, 24th Feb.	See Special Advertisements

RESERVE FUND \$9,940,000

Head Office.—YOKOHAMA.

Branches and Agencies.

IOKIO.	HONOLULU.
NAGASAKI.	SHANGHAI.
LYONS.	NEWCHWANG.
SAN FRANCISCO.	MURDEN.
BOMBAY.	PORT ARTHUR.
TIENTSIN.	CHEFOO.
PEKING.	DALNY.
KOBE.	TIELING.
LONDON.	OSAKA.
NEW YORK.	

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS' BANK, LD.
THE UNION OF LONDON AND
SMITHS-BANK, LD.

HONGKONG BRANCH.—INTEREST ALLOWED
On Current Account at the rate of 2 per cent
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

" 6 " 4 "

" 3 " 3
TAKEO TAKAMICHI,
Manager.
Hongkong, 25th September, 1905. [19]

**THE CHARTERED BANK OF INDIA.
AUSTRALIA AND CHINA.**

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHARE-
HOLDERS.....£800,000
RESERVE FUND.....£875,000

**INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balance.**

On Fixed Deposits for 12 months 4 per cent.
 " " " 6 " " "
 " " " 3 " " "
T. P. COCHRANE
 Manager.

Hongkong, 18th May, 1905. [23]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
 AUTHORIZED.....GOLD \$10,000,000
 CAPITAL PAID UPGOLD \$ 3,250,000
 RESERVE FUNDGOLD \$ 3,250,000

BRAO OFFICE:
NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.
LONDON BANKERS;
NATIONAL PROVINCIAL BANK OF ENGLAND LIMITED,
UNION OF LONDON AND SMITH'S BANK, LTD.
BRITISH LINEN COMPANY BANK.
BRANCHES AND AGENTS ALL OVER THE WORLD.


THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposit at the following rates:—
 For 12 months 4½ per cent. per annum.
 6 " 4 " " "
 3 " 3 " " "

H. PINCKNEY,
 Manager.

No. 9, Queen's Road Central.

ions.

Intimations.



A LARGE SELECTION OF

 **AQUARIUS**

SOLE AGENTS
CALDBECK MACGREGOR & CO.,
 WINE AND SPIRIT MERCHANTS,
 15, Queen's Road Central.
 HONGKONG, 1st February, 1906.

MINIMAX SYNDICATE, LIMITED.
LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN,
ANTWERP, &c.

The most effective of all Hand Fire Extinguishing Apparatus.

NO PUMPS. NO ROSE. AUTOMATIC.

Extinguishes Oil, Varnish, Kerosene Oil, Tar, Benzine.

Guaranteed to remain in working order for any length of time.

GRAND PAT. HANDLING.

Insurance.	GREEN ISLAND CEMENT COMPANY, LIMITED.
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THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

THE EXCHANGE BANKS will be
CLOSED for the Transaction of Public
Business at 11.45 A.M. TO-MORROW (TUES-
DAY) and WEDNESDAY, the 13th and 14th
instant.

Hongkong, 12th February, 1906. [210

NOTICE is hereby given that **FIRE INSURANCE OFFICES** will be **CLOSED** for the Transaction of Public Business at **11.45 A.M. TO-MORROW (TUESDAY) and WEDNESDAY, the 13th and 14th instant, respectively.**

**HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED,
IN LIQUIDATION.
TIME TABLE.
THREE DAYS.**

11.30 a.m. to 12.45 p.m.	...Every 15 minutes.
12.45 p.m. to 1.15 p.m.	...Every 10 minutes.
1.15 p.m. to 1.45 p.m.	...Every 15 minutes.
1.45 p.m. to 2.15 p.m.	...Every 10 minutes.
2.15 p.m. to 3.00 p.m.	...Every 15 minutes.
3.30 p.m. to 5.00 p.m.	...Every 15 minutes.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.

Extra cars at 11.30 and 11.45 p.m.
SPECIAL CARS by Arrangement at the
Company's Office, ALEXANDRA BUILDING,
Des Voeux Road Central.
JOHN D. HUMPHREYS & SON

1 LTD., have now 40,000 Cubic feet of **COLD STORAGE** available at **EAST POINT**. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE

HONGKON

Military Band during dinner

ON THE BRITISH CONCESSION.

HOTEL CRA

FOR HOTEL COMFORT AND
GO TO
KOWLOON

Address: CONNAUGHT
'CONNAUGHT' **HONGKONG**
A FIRST-CLASS, FAMILY AND COMMER

Hot and Cold water baths and Shower Baths
Launch Service
Hongkong, 16th June, 1931.

RACE MEETING, 1906.
TO-MORROW (TUESDAY), WEDNESDAY
AND SATURDAY (OFF-DAY).
13th, 14th and 17th February.

Tickets for the Off-Day, 2s.
No one admitted without a Ticket to be
shown to the Ticket Inspector at the Gate.
T. F. HOUGH,
Clerk of the Court.

In the presence of the LADIES at the GRAND STAND and ENCLOSURE during the Races on the 13th, 14th and 17th instant. A Stand and an Enclosure will be reserved for Members and Members' wives and Families, tickets for whom will be sent on application.

Chinese Ladies and their Female Attendants
in the stand erected on the plot of Ground next
to the Lusitano Club Stand.

F. F. HOUGH,
Clerk of the Course.

AN ENCLOSURE of the RACECOURSE during the Race Days WITHOUT TICKETS which can be had on application to the Under- signed between WEDNESDAY, 7th, and MONDAY, 12th instant.

T. E. HOUGH

SCHOOL DUTIES will be RESUMED on
THURSDAY, 15th instant.
For Terms for Boarders or Day-scholars,
apply to—
THE HEADMASTER.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Silk, Pongee, Grass-
cloth, Fancy, and Piece Goods, &c.
Latest style of Ladies' Blouses and Gentle-
men's Shirts made to order.

18.

G HOTEL

H. HAYNES,

MACAO, CHINA,
IN THE CENTRE OF THE PRAIA GRANDE.
—
CED EUROPEAN MANAGEMENT

Wm. FARMER, Proprietor

AIGIEBURN,

THE BEST BILLIARDS THE HOTEL

SPICIAL HOTEL, situated near the Banks

Under European Management.
for Guests.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN,"	2,360 "	R. D. Thomas.
"HANKOW,"	2,373 "	C. V. Lloyd.
"KINSHAN,"	2,395 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday, excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays from Wuchow for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,192 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. & C. MACAO STEAMBOAT CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 589 tons, Captain W. A. Valentine.

S.S. "NANNING," 569 tons, Captain C. Hatchard.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yanki, Mahoning, Kunchuk, Kau-Kong, Samshui, Howiki, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chueu. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES: Canton to Wuchow, Single \$15.00, Return \$25.00. Canton to Tak Hing, Single \$12.50, Return \$21.00. Canton to Samshui, Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

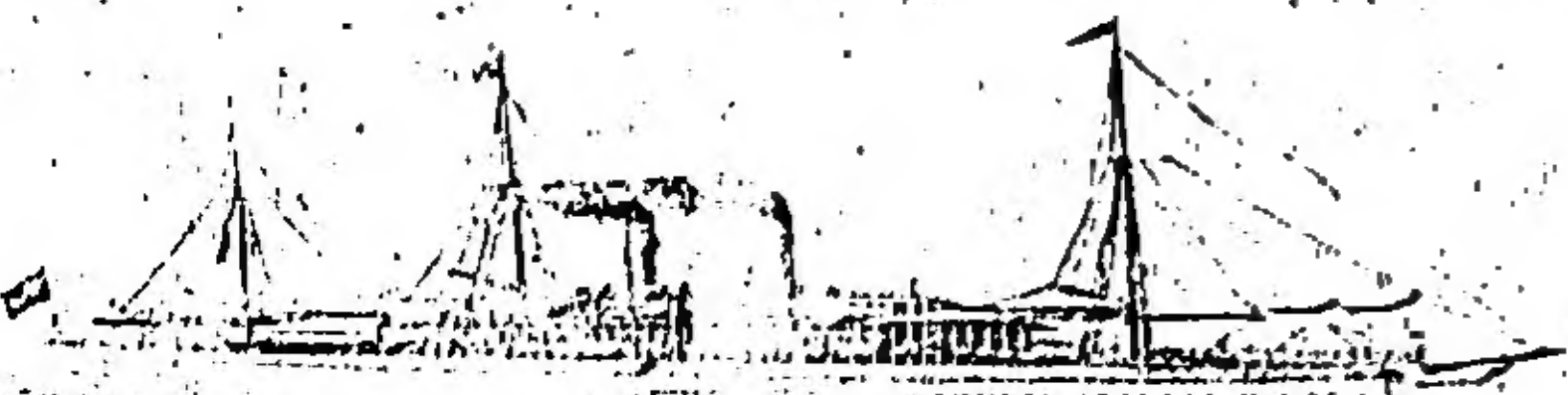
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 6th January, 1906.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Travel.

12 Days VOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"TARTAR,"	4,425	WEDNESDAY, Feb. 21	Mar. 17
"EMPEROR OF JAPAN,"	5,600	WEDNESDAY, Mar. 7	Mar. 28
"EMPEROR OF CHINA,"	5,600	WEDNESDAY, Mar. 28	April 18
"ATHENIAN,"	5,440	WEDNESDAY, April 11	May 5
"EMPEROR OF INDIA,"	6,000	WEDNESDAY, April 18	May 9

The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62. Steamers, and 1st Class Rail £42.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

E. BROWN, General Agent,

Hongkong, 7th February, 1906. Corner Pender Street and Praya, opposite Blake Pier.

HAMBURG-AMERIKA LINIE.

OBERSTÄDTISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SPEZIA	HAVRE and HAMBURG.	21st Feb. Freight.
Müller	(Calling at SPOR, PENANG & COLOMBO)	
LIBERIA	HAMBURG.	27th Feb. Freight.
Kier	(Calling at SINGAPORE)	
SAMBIA	HAVRE, BREMEN and HAMBURG.	7th March Freight.
Ehlers	(Calling at SPOR, PENANG & COLOMBO)	
SAXONIA	HAVRE and HAMBURG.	21st March Freight.
Sachs	(Calling at SPOR, PENANG & COLOMBO)	
SILESIA	HAVRE and HAMBURG.	4th April Freight and Passengers.
Bahle	(Calling at SPOR, PENANG & COLOMBO)	
SENEGAMBIA	HAVRE and HAMBURG.	18th April Freight.
Peter	(Calling at SPOR, PENANG & COLOMBO)	
SEGOVIA	HAVRE and HAMBURG.	2nd May Freight.
Schönfeldt	(Calling at SPOR, PENANG & COLOMBO)	

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins airships. Lighted throughout by Electricity. Duty qualified Doctors are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

King's Buildings.

Hongkong, 9th February, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEH, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PREUSSEN	WEDNESDAY, 14th February.
ZIETEN	WEDNESDAY, 28th February.
PRINZESS ALICE	WEDNESDAY, 14th March.
BAYERN	WEDNESDAY, 28th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 11th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 25th April.
SACHSEN	WEDNESDAY, 9th May.
PRINZ HEINRICH	WEDNESDAY, 23rd May.
ROON	WEDNESDAY, 6th June.
PREUSSEN	WEDNESDAY, 20th June.
ZIETEN	WEDNESDAY, 4th July.
OLDENBURG	WEDNESDAY, 18th July.
BAYERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.

ON WEDNESDAY, the 14th day of February, 1906, at Noon, the Steamship PREUSSEN, Capt. R. Meyer, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 12th February, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 13th February, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 13th February.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	61. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ	61. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES to be applied as VIA NAPLES, GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Information of the Voyage to Egypt.

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, FRIEDRICH-WILHELMSHAFEN, SIMPSONSHAFEN, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	Tons.	SAILING DATES.
WILLEHAD	4,763	TUESDAY, 6th March.
PRINZ WALDEMAR	3,227	TUESDAY, 3rd April.
PRINZ SIGISMUND	3,302	TUESDAY, 1st May.

ON TUESDAY, the 6th March, 1906, at Noon, the Steamship WILLEHAD, Capt. Obenauer, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00
Return	\$80.00	\$50.00	\$30.00
TO NEW GUINEA	£28.—	£18.10	£14.00
Return	£42.00	£27.15	£21.00
TO BRISBANE	£30.—	£20.—	£14.—
Return	£44.—	£29.—	£21.—
TO SYDNEY	£33.—	£23.—	£15.—
Return	£47.—	£32.—	£22.—
TO MELBOURNE	£34.10	£24.10	£16.—
Return	£48.5	£32.5	£22.5
TO YOKOHAMA	\$80.00	\$50.00	\$40.00
Return	\$120.00	\$70.00	\$50.00
TO KOBE	\$95.00	\$60.00	\$50.00
Return	\$140.00	\$80.00	\$60.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$80.00	\$60.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS, EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
YOKOHAMA & KOBE	WILLEHAD	WEDNESDAY, 14th Feb.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZESS ALICE	WEDNESDAY, 14th Feb.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BAYERN	WEDNESDAY, 28th Feb.

* Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£61. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 12th February, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 370, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt. Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

Homeward Passenger Season, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR MARSEILLES & LONDON, TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to COLOMBO.	Leave HONGKONG.	Connecting Steamers from COLOMBO to MARSEILLES & LONDON.	Due at MARSEILLES (Brindisi 2 days earlier).	Due at PLYMOUTH (London 1 day later).	
	Tons.	Noon, Saturday.	Tons.	Saturday. Friday.	
CADIA	7,000	Feb. 10...	BRITANNIA	7,000 ... Mar. 10...	Mar. 16
DELHI	8,000	Feb. 24...	MOLDAVIA	10,000 ... Mar. 24...	Mar. 30
DONGOLA	8,000	Mar. 10...	MONGOLIA	10,000 ... April 7...	April 13
DELTA	8,000	Mar. 24...	MOOLTAN	10,000 ... April 21...	April 27
OCEANA	7,000	April 7...	MARMORA	10,500 ... May 5...	May 11

ARCADIA 7,000 April 21 VICTORIA 7,000 May 20 May 26
DEVANHA 8,000 May 5 HIMALAYA 7,000 June 3 June 9
DELHI 8,000 May 19 INDIA 8,000 June 17 June 23

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking. In addition to the above Mail Steamers the following

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Tonnage.	LEAVE HONGKONG About	Due at LONDON About
JAPAN	4,500	Feb. 14	Mar. 31
SUMATRA	5,000	Feb. 28	Apr. 14
NUBIA	6,000	Mar. 14	Apr. 28
JAVA	4,500	Mar. 28	May 12
FORMOSA	4,500	Apr. 11	May 26

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

"SUMATRA" and "NUBIA" call at MARSEILLES.

"JAPAN," "JAVA" and "FORMOSA" carry only First Saloon Passengers.

For Passage, apply to—

Hongkong, 5th January, 1906.

E. A. HEWETT, Superintendent.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING" SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI" SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS. The steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHONG and WUCHOW, and beautiful scenery of the West River.

Fare for the Round Trip \$30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE,

AGENTS,

WEST RIVER BRITISH S.S. CO.,

HONGKONG.

Hongkong, 23rd December, 1905.

[14]

JAVA-CHINA-JAPAN LINE.

REGULAR FOUR-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Intimations.

Powell's.
ALEXANDRA BUILDINGS.

FOR THE
RACES.

FEATHER
STOLES.

DAINTY
BLOUSES.

SUNSHADES.

SILK
UNDERSKIRTS.

MILLINERY.

GLOVES.

NECKWEAR.

Newest Goods.

Moderate Prices.

WM. POWELL,
LIMITED.

ALEXANDRA BUILDINGS.
Hongkong, 6th February, 1906. [12]

Intimations.

THE HONGKONG, CANTON AND
MACAO STEAMBOAT COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-NINTH ORDINARY
HALF-YEARLY MEETING OF
SHAREHOLDERS in the Company will be
held at the Office of the Company, Hotel
Managers, on THURSDAY, the 15th February,
at 11 A.M. for the purpose of receiving a Re-
port of the Directors, together with a Statement
of Accounts, declaring a Dividend, confirming
the appointment of Directors and electing
Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 2nd to the 15th
February, both days inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.

Hongkong, 24th January, 1906. [155]

HONGKONG ICE COMPANY, LIMITED.

THE TWENTY-FIFTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS will be held at the Office of the
General Managers, at 12.30 P.M. on THURSDAY,
the 15th February, for the purpose of receiving
a Statement of the Company's Accounts to 31st
December, 1905, and the Report of the General
Managers.

The TRANSFER BOOKS of the Company
will be CLOSED from the 5th to the 15th
February, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 29th January, 1906. [169]

CHINA TRADERS' INSURANCE
COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING
of the China Traders' Insurance Company,
Limited, will be held at the Registered Office
of the Company at Queen's Buildings, Victoria,
in the Colony of Hongkong, on FRIDAY, the
16th day of February, 1906, at 12 Noon,
for the purpose of considering and if thought
fit passing the following special Resolutions.
Should the said Resolutions be passed by the
required majority, they will be submitted for
confirmation as Special Resolutions to a Second
Extraordinary General Meeting which will be
subsequently convened.

Dated the 25th day of January, 1906.

By Order of the Board,
JAMES WHITTALL,
Secretary.

RESOLUTIONS.

1.—That the Articles of Association of the
Company be altered in the following
manner:

The following Article shall be substituted
for Article 130, namely:—130. The
Board, through its Secretary, shall make
Yearly Statements of the Accounts of the
Company from the 1st day of January to the
31st day of December in each and
every year, which shall be duly audited
and presented to the Shareholders, at each
of the Ordinary Meetings of the Company,
together with a Report on the general
position of the Company.

2.—That the Board, through its Secretary,
shall make a Statement of the Accounts of
the Company as from the 1st day of May,
1905, to the 31st day of December, 1905,
which shall be duly audited and presented
to the Shareholders at the next Ordinary
Meeting of the Company to be held during
1906 and that, inasmuch as the Accounts of
the Company have already been audited
and presented to the Shareholders to the
30th April, 1905, no further or other
Statements of the Accounts of the Company
for the year 1905 shall be called for by or
presented to the Shareholders in respect of
Article 130 as thus duly substituted. [163]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

THE SEVENTEENTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS in the Company will be held in
the Office of the General Managers, St. George's
Building, Victoria, on SATURDAY, 24th
February, 1906, at 11.30 A.M. for the purpose
of receiving a Statement of Accounts and the
Report of the General Managers for the year
ending 31st December, 1905, declaring a Divi-
dend and electing Consulting Committee and
Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from TUESDAY, 20th
February, until SATURDAY, 24th February
(both days inclusive).

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 6th February, 1906. [202]

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING
OF SHAREHOLDERS will be held in
the Office of the Company, Queen's Buildings,
New Praya, on MONDAY, the 26th February,
1906, at 12 o'clock Noon, for the purpose
of receiving the Report of the Directors and the
Statement of Accounts to the 31st December,
1905.

The TRANSFER BOOKS of the Company
will be CLOSED from the 12th to the 26th
February, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 31st January, 1906. [174]

EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
8, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

21, John Street, Bedford Row, W.C.

Hongkong, 27th November, 1905.

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the OR-
DINARY HALF-YEARLY MEETING
OF THE SHAREHOLDERS in this
Corporation will be held at the City Hall,
Hongkong, on SATURDAY, the 24th day of
February, 1906, at Noon, for the purpose
of receiving the Report of the Court of Directors
together with a Statement of Accounts to 31st
December, 1905.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st February, 1906. [181]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the RE-
GISTER OF SHARES of the Corpora-
tion will be CLOSED from SATURDAY, the
10th, to the 24th day of February (both days
inclusive), during which period no Transfer of
Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st February, 1906. [182]

THE TRADE MARKS ORDINANCE,
1898.

APPLICATION FOR REGISTRATION OF
TRADE MARK.

NOTICE is hereby given that the BRITISH
AMERICAN TOBACCO COMPANY,
LIMITED, Registered Office, Cecil Chambers,
80, Strand, London, England, Tobacco Manu-
facturers, has, on the 30th day of November,
1905, applied for the registration in Hongkong,
in the REGISTER OF TRADE MARKS, of the
following Trade Mark:
A label consisting of two panels arranged
side by side. In one panel in the upper part
is the word "Goldfish" and in the lower
part the name "British-American Tobacco
Co., Ltd." with the representation of a fish
in the middle. The other panel contains
the word "Goldfish" in the middle, the re-
minder of the panel being occupied by the
representation of a number of fishes.

The name of BRITISH-AMERICAN TO-
BACCO COMPANY, LIMITED, who claim
to be the sole proprietors thereof.
The Trade Mark is intended to be used by
the applicant Company in respect of the
following goods:—
MANUFACTURED TOBACCO, IN CLASS 45.
A facsimile of the Trade Mark can be seen
at the Office of the Colonial Secretary of
Hongkong.

Dated the 10th day of January, 1906.
DENNIS & BOWLEY,
Solicitors for the Applicants.

A SELECT DAY SCHOOL.

THREE University trained foreign teachers
and capable Chinese teachers.
Careful supervision and individual attention
assured.

Both ENGLISH and CHINESE taught.
Special attention given to Conversational
English.

Only a limited number can be admitted.
School opens FEBRUARY 19TH.
Write for Catalogue or apply at once to—
F. O. LEISER,
Head Master,
Chinese Y. M. C. A.,
26, Des Vaux Road, Central.

Hongkong, 5th February, 1906. [201]

**A. CHAZALON
& CO.**

6, QUEEN'S ROAD CENTRAL.

NOTED for their WINES, SPIRITS
and PROVISIONS of which they have
always a large assortment in stock.

The oldest established EUROPEAN
BAKERS in the Colony.

Hongkong, 30th September, 1905. [61]

WILT SHIRE
As Supplied to
HARRIS'S
His Majesty
THE KING
Bacon & Hams
Gold Medals PARIS 1889 & 1900
Regd. Brand
HARRIS, CALNE WILTS, England.
REPRESENTATIVES FOR HONGKONG & CHINA,
HOWARD & Co.,
50, Queen's Road Central,
Hongkong.

Hongkong, 19th May, 1905. [63]

COMMERCIAL.

FREIGHT.

In their report of 10th inst., Messrs. Lamke
and Rogge write:—There has been a change in
our market since last report under date of the
24th ult., inasmuch as at last Saigon has
been coming forward more freely with inquiries
after tonnage, and whilst there still remains a
number of boats undeposited, several have
found employment and for fairly prompt too,
and the season once opened the demand thus
created may be expected to continue. We
have to record business done Saigon to
Philippines, 1 port (small sizes only) at 31, 31
and 30 cents, to Hongkong at 14 and 15 cents,
to Japan at 29 and 30 cents, to Java, 1 port
N.C., at 23 and 24 cents. It will be noted that
rates are low, and indeed, if the considerable
increase in cost of bunker coal over last year's
prices is taken into account there is so galley-
ing the fact that, if any, there is not much of a
margin in any of these freights, and they bidly
want improving. However, as the demand
regulates rates, increased inquiries may help to
better the figures, and any how, the market is
better than it has been for the last months.

From North Coast Java to this port, dry and
wet sugar, a charter is reported lump sum on
basis of about 27 cents per picul; a future
which could not now be repeated.

Hollo has had a charter to this port of a
small carrier 17,000 piculs at about 16½ cents
per picul.

To load at Broketon (Labuan) for Singa-
pore, a small steamer has been done locally at
\$2.50 per ton.

Northern freights have remained dull. Coal
freights from Japan are still as difficult to pro-
cure as they are low. From Moji to this port,
only fixture reported is of a 3,000-ton boat at
\$1.10 per ton, done in Japan. Mororan to
Hongkong, \$1.50 per ton has been done. To
load at Wakamatsu a boat has been chartered
for Hongkong at \$1.25, another, one for Amoy
and Hongkong at \$1.75 and \$1.20 per ton respec-
tively.

On monthly terms, the charter of Norw. s.s.
Vido as reported on 13th January has been
cancelled. Geim s.s. Emma Layken, about
35,000 piculs capacity, has been fixed for
native account for 5 months at \$5,300 per
month, prompt.

Sailers:—There is nothing new to advise as
to charters.

Disengaged:—British ship Vincent, 1776
tons net reg.

Departures:—Norw. ship Odra, for Seychelles
Islands, 6th February. Amer. schooner David
Evans, 6th February, from Manila, for Port
Townsend, 7th February.

FOR OUR FAIR READERS.

ABOUT WOMEN.

The Empress of Russia spends no less than
£2,000 yearly on perfumes, soaps, and toilet
waters, ordered almost entirely from Paris.

The Empress of Germany is passionately
fond of all kinds of flowers, but for some time
as favoured orchids, of which she possesses a
great variety.

Lady Haldon has publicly acknowledged the
great benefits she has derived from Dr.
Williams' pink pills. "My heart became
seriously affected," said her ladyship. "Sym-
ptoms of advanced anaemia showed, with most
acute indigestion. Food caused me such
misery that I practically starved myself. My
whole system was deranged, and I could not
sleep. I gave a trial to Dr. Williams' pink
pills, and within three days was astonished at
the marvellous improvement. Very soon I
was delighted to find my complaint had
vanished. My general health was such that
I had not enjoyed for many years."

Madame Nellie Cope, the gifted soprano,
has now so many pupils for singing that she
seldom accepts other engagements. She once
had other reasons for her refusals. "For
years," she states, "I suffered so from excessive
weakness and anaemia that any exertion was
impossible. I had fearful headaches, feelings
of sickness, and often gasped for breath. But
a nurse advised me to take Dr. Williams' pink
pills, and I can truthfully say these pills make
new, rich blood. I have no headaches now;
and to all anaemic girls I would say, Dr.
Williams' pink pills are the only, perfect
medicine I know." Madame Nellie Cope's
address is 11 Crickfield-road, London.

Not only for women, but for men also, are Dr.
Williams' pink pills valuable. This has been
proved by countless instances of cures published
in the newspapers. These pills have cured
anaemia, indigestion, palpitations, consumption,
eczema and skin disorders, neuralgia, St. Vitus'
dance, rheumatism, sciatica, paralysis, locomotor
ataxy, and ladies' ailments. But only the
genuine pills cure—those labelled in full, "Dr.
Williams' pink pills for pale people." Substi-
tutes are useless; in case of doubt send direct
to Dr. Williams' medicine Co., Holborn-viaduct,
London, enclosing two shillings and nine-pence
for one bottle or thirteen and nine for six
bottles. [122]

For Sale.

FOR SALE.

A BROWN WALER (MARE) "KITTY,"
and a double set of harness, complete,
in good order and condition. Also a Second-
hand VICTORIA for Single or Pair Horses.
Can be seen any day at Kennedy's Horse
Repository, Causeway Bay.
No reasonable offer refused.

Apply—
"A. B.,"
C/o Hongkong Telegraph.

Hongkong, 7th February, 1906. [122]

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions
from the Hon. the Harbour Master,
to sell by

PUBLIC AUCTION,

TO-MORROW,
the 13th February, 1906, at 10.30 A.M., at
their Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,
Five Cases RIFLES and EXPLOSIVES.
N.B.—Inspecting Orders can be had on
application at the Government Gunpowder
Depot, Green Island.

TERMS:—As usual.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 12th February, 1906. [124]

To Let.

TO LET.

TWO GODOWNs at East Point, close to
the Water, suitable for the storage of
any Cargo.
Floor Area 6,100 square feet each.

Apply to—
JARDINE, MATHESON & Co.

Hongkong, 20th January, 1906. [147]

TO LET.

NO. 15, KNOTSFORD TERRACE,
KOWLOON.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 30th December, 1905. [74]

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy
Town.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 27th June, 1905. [73]

TO LET.

A BUILDING at CAUSEWAY BAY, formerly
in occupation of the Siam Laundry
Co., Ltd.
No. 5, CLIFTON GARDENS, Conduit
Road.

No. 6, CLIFTON GARDENS.

No. 1, KIPON TERRACE.

FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 5th February, 1906. [72]

Hotels.

**KING EDWARD
HOTEL.**

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR and BILLIARD ROOMS.

HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS
(if required).

ELECTRIC PASSENGER ELEVATOR to each
floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the—
MANAGER.

Hongkong, 4th December, 1905. [30]

**OCCIDENTAL
HOTEL.**

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904. [18]

**ORIENTAL HOTEL,
MACAO.**

A FIRST-CLASS HOTEL situated in the
Centre of Praya Grande with splendid
view of the Harbour.

LARGE AND LOFTY ROOMS,
Elegantly Furnished.

EXCELLENT CUISINE.

WINE and SPIRITS of the best quality.

BILLIARD TABLE, the best in the Far East.

EVERY COMFORT FOR RESIDENTS AND
TOURISTS.

For Terms, &c., apply to—
THE MANAGER.

Macao, 16th October, 1904. [179]

**THE FAMOUS
MAB DWARF RAZOR,
A SHARP LITTLE SHAVER**

WRIGHT LESS THAN 4 OUNCES.

THIS DWARF RAZOR has superseded
the old fashioned clumsy Razor and by
its use Shaving becomes a pleasure. It is
manufactured in Sheffield, England, from a
special amalgam of steel which makes imita-
tion impossible, and in consequence it enjoys
the largest sale of any Razor in the World.
Thousands of Testimonials testify that the
little "MAB" is the finest shaving implement
ever produced.

Will be mailed to any address on receipt of
the price (\$2), post free.

To be obtained from THE MUTUAL STORES,
WATKINS, LIMITED, and all first-class stores
in the Colony.

Sole Agents for Far East, HOWARD & Co.,
26, Des Vaux Road, Central, Hongkong.

Agents wanted in every port.

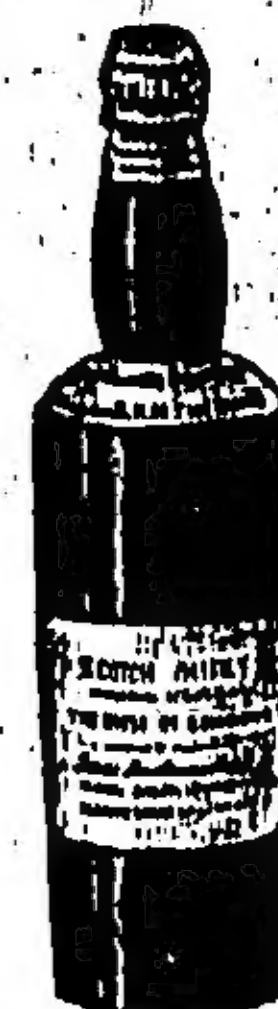
For particulars and terms, apply to—
HOWARD & Co.

Hongkong, 24th November, 1904. [66]

Intimations.



THE POPULAR
SCOTCH
IS
"BLACK & WHITE"



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H. M. THE KING

and

HRH the PRINCE OF WALES

Supplied at all the LEADING CLUBS
and HOTELS, and to be obtained from
the principal Stores. [15]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

Price \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1904. [62]

**THE WINE GROWERS
SUPPLY CO.**



BARRETTO & Co.,

General Agents, Hongkong.

PORT WINE.

Direct Shipments from the
**COMPANHIA AGRICOLA E
COMMERCIAL DOS VINHOS DO
PORTO**
(Successors to Donna A. Ferreira).

Monopoly for China of
THE WINE GROWERS

Intimations.



A. S. WATSON & CO.,
LIMITED.
ESTABLISHED A.D. 1841.
CHEMISTS BY APPOINTMENT TO
HIS EXCELLENCY THE
GOVERNOR.

THE
HONGKONG DISPENSARY
IMPORTANT NOTICE.

IN ADDITION TO THE
5 PER CENT. DISCOUNT
ALREADY ADVERTISED,
FURTHER
REDUCTIONS
Have been made from this date IN THE
PRICES of many of the following:—
**PATENT MEDICINES,
INFANTS' FOODS,
SOAPS,
PERFUMES.**

WE MAINTAIN THE LARGEST
and MOST COMPLETE STOCKS of
these GOODS in the Colony, and our
Stocks being frequently turned over, ensures
all Goods being FRESH and in the BEST
CONDITION.

A. S. WATSON & CO.,
LIMITED.
CHEMISTS, DRUGGISTS, PERFUMERS,
ETC., ETC., ETC.
ALEXANDRA BUILDINGS,
HONGKONG, 20th January, 1906.

\$16.00

WILL BUY A CASE

GREGOR & CO.'S

IMPERIAL

HIGHLAND

WHISKY.

NOT ONE OF THE BEST,

BUT

THE BEST!

GREGOR & Co.,

19, QUEEN'S ROAD CENTRAL.

Hongkong, 15th June, 1905.

The Hongkong Telegraph

HONGKONG, MONDAY, FEBRUARY 12, 1906.

PRINCE ARTHUR'S GENEROUS APPRECIATION.

Intense satisfaction has been afforded the entire community—and especially the Chinese—over the gracious terms in which Prince Arthur of Connaught expressed, in a letter to H. E. Sir Matthew Nathan yesterday, his high appreciation of the character and design of the illuminations which His Royal Highness viewed on Saturday evening. By this recognition of the efforts of those who made themselves responsible at their personal cost for the illumination of Hongkong in a manner worthy of the Royal guest and in keeping with the best traditions of the Colony, His Royal Highness has made ample compensation for the labour and, no doubt, in some cases, sacrifices involved; and has gratified all sections of Hongkong by his ready understanding of the warmth of the welcome which these tributes betokened. We have to thank His Excellency Sir Matthew Nathan for so promptly handing us the most interesting communication from the Prince, whereby the *Hongkong Telegraph* was enabled to issue a special "express" yesterday afternoon, informing the public generally of His Royal Highness's generous acknowledgments of the community's efforts.

HONGKONG AT PLAY.

Just as the labourer is worthy of his hire—and a miserably small hire it is nowadays, when trusts and amalgamations and pensionaires abound—so, we may take it, the "hupper suckles," as Thackeray would say, are entitled to their holidays plus their hire. The remark is occasioned not at all against the residents of the heights—far from it; they are a perennial source of mirth, whose very name is productive of robust cachinnation—but because it must have occurred to many during these days of feasting, celebrations and what not, to wonder vaguely, and of no set purpose, how it is that so many people, who have to earn their bread by the sweat of their brow, manage to find time to attend all these junketings and revels and yet attend to business? Leaving out of the question the mortals, born of refined clay, it must have frequently struck the observer that, whenever anything out of the way occurs, a visit by a royal prince, the passing of a regent, or a race meeting, thousands of people manage to be on the scene, spectators of the pageant or of the amusements of another class. On Friday, for instance, the Praya was crowded with people whose appearance bespoke toil and an effort to live, yet they spent four or five hours at a stretch cheerfully waiting for a fleeting glance at the central figure. On Saturday night, again, and indeed all day on Saturday, there were thousands whose lives seemed to be a round of pleasure. And yet we all know that these people work hard, at all hours, and for the sake of a mere pittance, which is just sufficient to keep the wolf from the door. This week there will be thousands at the Race-course, not lords and ladies only, but representatives by the hundred of the great hot-pollot; and they will be at the Race-course so long as the race meeting lasts. Of course, no one can object to the natural craving for a change of scene which comes to every one, but it is intensely interesting to the onlooker, all this crushing and squeezing and a-running from Dan to Beersheba after a will-o'-the-wisp. Still, in these latter days, when "everybody is being educated in the laws and the prophets, when board schools are producing future lord chancellors and embryonic archbishops, the proletariat are taking the matter into their own hands and fixing their own holidays. The colonies, or some of them which call themselves advanced, have as many holidays as working-days; every saint in the calendar of labour is honoured with a public holiday, which does not seem a paradox to the initiators of these so-called days of rest. Hongkong—or that part of it which is not included under the head of "banks and public offices"—has comparatively few at present, but the time is coming when we shall "progress" with the rest of the world and set out joyously bound for nowhere, because a holiday has been proclaimed for no special reason. In some places in Australia, it is said, they have a holiday for the birthdays of all the crowned heads of Europe, labour holidays, holidays of commemoration, and holidays for no particular reason at all. But it is questionable if anybody really enjoys these hard-and-fast, rule-of-thumb, willy-nilly holidays. It is the holidays, the stolen treats which come when a Prince Arthur visits our shores, or some body of gentlemen decide upon a race meeting that we really enjoy. And that is, doubtless, why we see such merry faces and ready smiling glances on these happy, unexpected occasions. That is why the crowd, inspired also by a gleesome awe, cheered themselves hoarse when Prince Arthur landed; and why they will be as merry as sand-boys at the races all this week. Perhaps, after all, in this holiday excitement may be traced our antecedent greatness, when we could take it or leave it as we pleased; now we are pleased to take it because we know we are committing one of those venal offences which make the world worth living in. That being so, so let it be.

LOCAL AND GENERAL.

The continuation of the Races together with our exclusive and Reuters' telegrams will be found in the supplement.

The following telegram has been received from the Government of Burma dated the 10th instant:—"Hongkong has been declared an infected area." Inform shipping firms.

A CHINAMAN was this morning sentenced to three weeks' hard labour and six hours' stocks, by Mr. F. A. Hazeland, at the Police Court, for stealing, from a passenger on board the Canton boat *Kinshan*, a silk waistcoat.

For attempting to cut a man's pocket at West Point on Saturday night, two natives—both arrivals from Canton—were sentenced this morning, by Mr. F. A. Hazeland, to three weeks' hard labour each and six hours' stocks.

THE following is the return of visitors to the City Hall Library and Museum for the week ending the 11th February:—Library, Non-Chinese 287, Chinese 195; total 482. Museum, Non-Chinese 100, Chinese 19,408; total 19,508.

VICEROY Chang Chi-tung, being of opinion that Wuchang is even better suited for the purposes of international trade than Hankow, has proposed to the Waiwui and the Shanghai to have it made into a treaty port. It is reported that he has received a telegraphic reply sanctioning his proposal.

THE case in which a boarding-house keeper was charged with attempting to obtain, under false pretences, from Messrs. Jardine, Matheson & Co., the sum of \$312; fourteen other coolies for being on board the *S.S. Sir Sang* without permission, and four firemen for absconding themselves from the ship, was further heard. The boarding-house keeper and the four firemen were remanded, while the fourteen coolies were discharged.

AT half-past six o'clock this morning fire broke out on board a junk laden with sandal wood, which was lying at anchor off Wing Lok Street. The fire-boat in charge of Fireman Lane was soon on the scene, and water was turned on the craft; but the flames were so fierce that the junk was burnt to the water's edge. When the flames had been extinguished the wreck was towed away from the shipping and beached at Mong-kok. The origin of the fire is at present unknown.

AT the Police Court this morning, before Mr. F. A. Hazeland, seven men, firemen on board the *S.S. African Monarch*, were charged by the master of the ship for refusing duty on board ship on Saturday morning. They pleaded guilty to the charge, giving as a reason for their conduct, that the Captain was about to engage four Chinamen, and he did not want to work with Chinamen. After a short discussion six out of the seven decided to return on board and start work, while one flatly refused. His Worship sentenced him to fourteen days' hard labour.

LAST night a Chinaman named Lam Mau engaged a chair to take him home. When passing Wing Shing Street, a thoroughfare which is dimly lighted, Lam was pounced upon by a man from behind, and after receiving a few blows was relieved of his gold finger ring. A chase followed with the result that two coolies were arrested. They were placed before Mr. C. A. D. Melbourne, at the Police Court this morning, at the instance of Inspector Smith on a charge of theft. His Worship held that the evidence was not strong enough to convict the men on the first charge, that of stealing the ring. They were sentenced to three weeks' hard labour each and six hours' stocks for the assault.

A SOUTH AFRICAN DESERTER.

A young and weather-beaten individual carrying himself with some military bearing, walked into Murray Barracks on Saturday and, after inquiring for the person he wanted to see, related a tale of woe. His name was William Hodgson. He was a formerly a lance-sergeant in the Third Middlesex Regiment, he deserted the regiment in South Africa, in October, 1904, and had been travelling all this time, he had been in the bush in Australia for several months, and then went to Manila. He eventually arrived in Hongkong with some money but that was soon spent and he found himself on his beam ends. Such was the tale of this man, and as he was destitute he gave himself up to the Military Authorities. He was turned over to the Police and this morning, at the instance of Inspector Warnock, William Hodgson was charged with vagrancy. The case was remanded for inquiries to be made.

THE ILLUMINATIONS.

PRINCE ARTHUR'S THANKS.

CONGRATULATIONS TO THE PEOPLE OF HONGKONG.
[FROM H.E. THE GOVERNOR, AT THE EDITOR OF THE "HONGKONG TELEGRAPH".]
Government House,
Hongkong, 11th February, 1906.
Sir,—I am directed to enclose copy of a letter which has given the Governor much pleasure to receive from Colonel A. Davidson, C.V.O., C.B., Esquerry to His Majesty the King, and which His Excellency thinks will give equal pleasure to the readers of the *Hongkong Telegraph*.

I am, Dear Sir,
Your Obedient Servant,
A. B. PONSONBY,
Private Secretary.

FROM PRINCE ARTHUR.

Hongkong, 11th February, 1906.
Dear Sir Matthew,—I am directed by Prince Arthur of Connaught to ask you to convey to all the Residents of Hongkong the expression of his admiration and appreciation of the illuminations displayed last night—an account of which His Royal Highness will duly report to His Majesty the King.
His Royal Highness was greatly struck with the wonderfully full and comprehensive effect of the whole scheme, which could only have been secured by the loyal co-operation and goodwill of all who were concerned in its production. His Royal Highness wishes his warmest thanks and congratulations conveyed to those who assisted; on the admirable result of their designs and labours; and to state that the beautiful and effective display will always remain in his recollection a most gratifying proof of the fervent relations of the King's subjects in the Colony, of the valued friendliness of its other inhabitants, and of the kind and cordial feeling extended by all classes of the Community during his visit to Hongkong.

I remain,
Dear Sir Matthew,
Yours Sincerely,
ARTHUR DAVIDSON.

THE PRINCE IN HONGKONG.
TRIP TO DEEP WATER BAY.

DISAPPOINTMENT AT THE POLO CLUB.
Owing to the state of the weather on Saturday morning, and in fact most of the day, the trip of the Prince and suite to Deep Water Bay which had been timed to start at 10.45 was postponed until 11.45 o'clock, in the hope that the rain-clouds would clear away. But as the weather did not clear up at that hour, the party did not leave Government House for Blake Pier until afternoon. At Blake Pier the Prince and suite boarded the Admiral's pinnace and were conveyed to H.M.S. *Albatross* which then steamed out of the harbour bound for Deep Water Bay. The *Albatross* arrived at her destination about an hour, and the party repaired to the Golf Club house, where refreshment was served. The drizzle had stopped for a time, but the ground was in such a condition that golf or any other game was out of the question. Again the irritating drizzle commenced, and it was not until about four o'clock that the Prince and his party left Deep Water Bay. They travelled in chairs over the hills, but in view of the distracting weather conditions and the uncertainty whether anybody would be expecting them to appear at the Polo Ground, it was decided to continue the journey to Government House via Bowen Road. At the Polo Ground, however, nobody dreamt that the Royal party would fail to keep the appointment, and despite the atmospheric conditions, a big crowd had assembled there by three o'clock, enduring the unending drizzle in the hope of seeing His Royal Highness. Every now and then some enthusiastic spectators would espouse some moving object in the distance which was declared undoubtedly to be the Royal procession. But time and again they were disappointed. Great preparations from a Causeway Point of view had been made to greet the Prince in a loyal and patriotic fashion. Strings of banners were stretched across the street from the Cotton Mills to the Kennedy Stables—and a decorated tramcar, in which the Prince was expected to return, lingered in the vicinity. At the Polo Club everyone was ready to welcome the Royal guest. At four o'clock no sign of the Prince's arrival was apparent, and the members of the Polo Club determined to have some compensation after their waiting, played a match after all, while the West Kents Band rendered some selections of music, as briskly as cheerfully as disappointment would allow. The people waited until six o'clock and then, they lost patience. The decorated car returned to the shed, and the crowd streamed home sadly away.

The Royal party consisted of Prince Arthur of Connaught, General Sir Thomas Kelly-Kenny, Captain Wyndham, and Mr. Lampong, accompanied by Captain Arbuthnot-Lesslie, A.D.C.

CONSOLATION FOR CAUSEWAY BAY.

It was unfortunate, but probably unavoidable, that the Prince and his retinue were unable to sally forth to appear at the Polo Ground, where, as we know, a considerable number of the loyal and patriotic inhabitants residing in that district braved the elements for several hours in the hope of offering to His Royal Highness the gladdest welcome which has everywhere been manifested. But, after all, the people of the fact that the Prince did not see that wooded dale looking at his woe. Fortunately the Island of Hongkong was never in any danger from the day His Royal Highness first strode into the Colony, and it is to be hoped that memory will live with him rather than the recollection of the dreary drizzling days which followed.

It is not pleasant to the residents in Hongkong who spend the better part of his days in the Colony to think that a temporary spell of

bad weather should mar the visit of the Sovereign's representative, for those who know Hongkong best know how beautiful the Island can appear from all standpoints. However, there is still time for Hongkong to appear in its colours which prevailed on Friday.

A GRATIFYING VISIT.
In the circumstances, the visit of His Royal Highness and party to Deep Water Bay must have proved extremely gratifying to the members of the Hongkong Golf Club, for it is certain that, after the sea-voyage, His Royal Highness must have enjoyed the warmth and cordiality with which he was received by the representatives of Hongkong's senior Golf Club. The visit, outside the dignity and importance conferred on the Club by the visit of one who is not merely the head of a Special Embassy to the Far East but is also a Prince of the Blood Royal, should form an outstanding feature in its annals.

THE PROCESSION TO THE KO SHING THEATRE.

In the evening His Royal Highness proceeded to the Ko Shing Theatre to meet there the chief representatives of the Chinese Community in Hongkong, to partake of a banquet given in his honour, and to witness a Chinese theatrical performance. In this respect, His Royal Highness was following in the footsteps of his father's Duke and Duchess of Connaught, who, fifteen or sixteen years ago, paid a similar compliment to the Chinese Community and were received with similar marks of respect and esteem. It was known to the general public that the Prince and suite were to pass along Queen's Road shortly after seven o'clock, and crowds gathered on either side of the road to witness the procession of chairs. On every hand the thoroughfare was illuminated with the soft light of a myriad of Chinese and Japanese lanterns, and of devices emblazoned in the glare of electric lights. It was impossible to pass along the side walks on account of the solidity of the throng. The centre of the roadway was kept clear by rows of European and Indian police, and in the Chinese quarters by *Jackies*. When the chairs appeared, led by a couple of Sikhs, and carried by the familiar red-coated coolies of Government House, wearing the Royal badge on their arm sleeves, loud hurrahs echoed through the crowd till it was impossible to hear one's voice. The procession was shorn of any attempt at parade. Although rain threatened to fall, the hoods had been left behind and the Prince followed by the Governor was plainly to be seen and recognised by the people. His Royal Highness was in uniform, and seemed none the worse of his breezy trip in the bay. His Excellency wore a evening dress. Many of the suite wore uniforms whose gold lace glinted in the rays of light shed by the illuminations. And all along the route, His Royal Highness was glancing from right to left appreciating the efforts of the loyal citizens of Hongkong to make his passage to the Ko Shing Theatre a Royal progress. As the procession passed through the various arches, the musicians worked themselves into the drum-bang of auditory recognition. The drums banged and the cymbals clashed, the pipes screamed and screeched, and the horns howled till it might have almost seemed as if Pandemonium had broken loose. But it was all part of the Chinese reception to their own guest. All this time, His Royal Highness was admiring the effect of the illuminations, and that he did so evidenced by the letter which he wrote yesterday to His Excellency the Governor, who transmitted it to us yesterday afternoon, and which was published as a special supplement to the *Telegraph*.

The letter containing the high appreciation of His Royal Highness as to the effect of the illuminations, and conveying that appreciation in the most felicitous terms through Colonel Davidson, appears above.

THE CHINESE BANQUET.

The Ko Shing Theatre having been transformed into a typically Chinese banquet hall, according to the scheme described in our issue of Saturday last, the doors were thrown open, and the hosts, headed by Hon. Dr. Ho Kai, C.M.G., took up their positions to await the 200 odd guests who had been invited, and these with somewhat unexpected punctuality were all in their places by 7.15 p.m. The tables assigned to them at 7.15 p.m., the hour notified in the invitations, and there followed half an hour in which the expectant guests were enabled to gaze upon the elaborately and wonderfully made *hor d'oeuvres* which literally overspread the centre of each table, and which, upon sampling, proved most delicious than they looked. At about a quarter to eight, a great stir abroad the entrance announced the arrival of the guests of the evening, and then the Committee in waiting received His Royal Highness Prince Arthur, and His Excellency the Governor, Sir Matthew Nathan, who entered the banquet hall together, the former being attended by the members of the Garter Commission, comprising Lord Rededesdale, General Sir Thomas Kelly-Kenny, Admiral Sir Edward Seymour, Colonel Arthur Davidson, Captain Wyndham, and Mr. M. W. Lampong, His Excellency the Governor being attended by Captain Arbuthnot-Lesslie, Captain C. H. Coleman, and Captain H. W. Smith, A.D.C., and Mr. R. A. B. Ponsonby, Private Secretary. The Prince having been escorted to the throne-like seat prepared for him, and at well appointed table facing the stage, Hon. Dr. Ho Kai gave the signal to "serve the feast," and all sat down to partake of the good things with the mixed names which the Chinese know so well how to prepare and serve up to their guests. And then there ensued much fun and merriment as the unaccustomed Western digits made frantic and for the most part futile efforts to manipulate the national "feeding utensils"—the chopsticks. Just how His Royal Highness fared could not be gathered, but from the occasional sounds of mirth from the direction of his table, no doubt the general merriment was infectious, and he did not escape it. The tables were very prettily laid, and the entire service was excellent, all going merrily as a marriage bell, while on the gaily adorned stage a Chinese play was in progress, depicting scenes from Chinese life some six centuries ago, and marvellously enacted by the boys of the Nam Hok Company. The banquet, the catering for which as regards the viands, was in the hands of Mr. Chin Hang-lai, and as regards the wines of Messrs. Frank White, on behalf of Messrs. Caldwell Macgregor, went off well in every respect, and at 10.15 p.m. the feasting being practically over, Hon. Dr. Ho Kai proposed the health of His Majesty, King Edward VII, and of His Royal Highness Prince Arthur of Connaught, the latter replying in a few words in which he said he would take the earliest opportunity of acquainting His Majesty with the fact of the most loyal and royal entertainment which had been provided for him by the Chinese residents of the Colony.

The Royal and Gubernatorial parties left the Ko Shing Theatre at 10.25 p.m. and proceeded by the route already described in these columns to view the illuminations, after having shaken hands with each individual member of the reception committee who escorted them to the door.

THE KHATTAK DANCES.

MARVELLOUS PERFORMANCE BY BALUCHIS.
Undoubtedly the Khattak dances of the Duke of Connaught's Own Baluchis, given on the New Parade Ground on Saturday night, were as novel as they were amusing. Coming, too, as they did, immediately after the Chinese banquet and theatrical performance, the Baluchis were a welcome change of scene, and the Baluchis dances gained additional interest; and because there were a stated individual who could maintain an Oriental composure in face of the extraordinary character of the dances. The visitor entered a big amphitheatre, lined with covered seats where the guests were accommodated, while the Prince and his suite and a few others had seats in the upper part of the ground. The Baluchi Band played a selection of melancholy airs, which seemed to be in keeping with the whole idea. At first one saw nothing, guessed only that a large crowd was around one, but space and distance were obliterated by the night. It was in pitchy darkness, made all the more striking by the hum of innumerable voices, the owners of whom could not be seen. People groped to their seats, asking pardon for trampling over strange feet in the darkness. It might have been a scene from the *Arabian Nights*. Then somewhere in the middle of the arena a lighted tow appeared, glimmered and rose apparently in a cauldron. Then it suddenly bloomed up and half a dozen grim figures stood outlined. They were heaving lumps of wood on a great open fireplace—a common enough thing to do, but quaint and somewhat awe-inspiring in the gloom. This was the witches' sabbath night of Macbeth. As the fire rose and the seats were crowded with spectators. Then torches were lighted, and finally the hand struck up the National Anthem, and the Prince had arrived. When the fire and torches were well supplied with buckets of kerosene, a number of Baluchi pipers marched in playing—will it be believed?—a well known Scotch bagpipe air. Two of them and two drummers remained, and then the Baluchi performers entered. They quite circled the scene. The first dance consisted of a slow sinuous movement, which might have passed for the first exercise in gymnastics. Nothing wild or weird about it. The next lot did a graceful sort of back-bending, with a two-step waltz thrown in, which quite charmed the ladies, who declared that this was really nice and so on. The third lot, brought in swords and tried to look fierce and rampant, and mad, but, as a fact, they only displayed how easy it was to do a waltz and, at the same time, hold a sword aloft. The last lot pranced, they carried two swords each and howled daimly. That was to frighten anybody in case there should be trouble. Then having quite exhausted their breath by howling and yapping, they did the dumb-bell exercise with the swords, the trick apparently being to twirl the swords in the air thrice and then throw them under the arms without hurting themselves or anybody else. They only damaged one torch which was stuck on a pole at the side of the ground. One individual mounted on another's shoulders while the other, that is to say the foremost man, whirled his sword rapidly without cutting his own neck, which was reckoned a great feat, and everybody applauded accordingly. The band struck up "God Save the King" and everybody trooped into the cold, dark and wet night.

THE ILLUMINATIONS.

A CONTRAST TO FORMER TIMES.

The illuminations were of a character and on a scale which surprised even those who had had previous knowledge of what Hongkong can do when they set nearly about the matter. For instance, it was confidently stated that the old Clock Tower, which has, in all previous years, been referred to as a paragon of excellence, would be utterly forgotten on this occasion. As a matter of fact, the Clock Tower proves to be a useful standard for illumination purposes. And a good deal of what has been employed in outlining the somewhat curious and antiquated structure. The Post Office, while not exactly a miracle of design, was suitably shadowed forth with lamps, while the Central Market and the Brigade station were conspicuous features on the route towards the Ko Shing Theatre. But it was in the more lately part of the city that the illuminator's hand distinct defies description. The area comprehending the Hongkong Hotel to the Hongkong and Shanghai Bank on the one side, and down to the water's edge on the other, was ablaze with all that was really indicative of how far imagination combined with the resources of art and ideas can go. "Peace hath her victories no less renowned than war" and in this case the victories lay with those who conceived and carried out the innumerable "notions" which adorned and made distinguished an already beautiful centre, the financial hub of Hongkong. People gazed in admiration at the designs and the innumerable fine displays which were to be seen in Des Voeux Road and particularly in Chater Road, where crowds lingered on a "sloppy, squodgy" thoroughfare regardless of personal comfort. The illuminator's art was justified when it made the crowd neglect their ordinary fastidiousness in order to view more exactly the varied details of the emblems. It would be useless as well as impossible without endless repetition to state in detail all that caught the eye from Butterfield and Swire's premises to the clock of old who care to go back to the chronicles of old will find these signs disappearing greatly on the gorgeous star here and there, the marvellous transparency there. Two or three lamps made an illumination. To day, with the electric light and the gas we have changed all that. It needs a multitude, nay, a mile-multiplicity of lamps to awaken passing interest. The hill district looked pretty and the night being dark accentuated the still beauty of the red illuminations. People were not still, of course, so that they may not have appreciated these beauties at their full value; but all contributed to make the illumination of Hongkong on Saturday night a matter which awakened those who may have forgotten their London in the jubilee or during the Coronation to a realisation of what a city should be like when it is on gala feet.

SUNDAY IN HONGKONG.

His Royal Highness had tiffin with the officers of the 12th Baluchis (the Duke of Connaught's Own) at Kowloon yesterday. In the afternoon the Prince and party visited the Peak, which was shrouded in mist, so that no view could be obtained. In the evening he dined privately with Admiral Sir Gerard Noel. THE PRINCE AND THE RACES.
As everybody knows, Prince Arthur, as the representative of His Majesty, was compelled to forego attendance at the races on account of the death of King Christian. But many hoped that His Royal Highness would be in a position to discard his official capacity for the nonce and appear at the races *incog*. The suggestion *Hongkong Telegraph* to an official at Government House, but that gentlemen replied that His Royal Highness would be unable to attend the races. The only engagement which Prince Arthur has for to-day is dinner with His Excellency Major-General Villiers Havelock.

THE RACES.

STEWARDS:—His Excellency Sir Matthew Nathan, K.C.M.G.; His Excellency Admiral Sir Gerard H. U. Noel, K.C.B., K.C.M.G.; His Excellency Maj. Gen. Villiers Hutton, C.B.; Commodore H. Pigeon Williams, R.N.; Sir Paul Chater, Kt., C.M.G.; Lieut. Col. F. E. Aiken; Mr. A. Babington; The Hon. Mr. C. W. Dickson; Mr. J. A. Jupp; Captain F. W. Lyons; Messrs E. W. Mitchell; J. C. Peter; E. W. Rutter; and H. P. White.

CLERKS OF THE SCALE:—Messrs E. W. Rutter and H. P. White.

HANDICAPERS:—Mr. H. P. White and Capt. F. W. Lyons.

JUDGE:—Sir Paul Chater, Kt., C.M.G.

STARTER:—Mr. Anon.

SECOND SARTER:—Mr. C. H. Ross.

TIME KEEPER:—Mr. J. R. Michael.

HON. TREASURER:—C. W. Way.

CLERK OF THE COURSE:—Mr. T. F. Hough.

FIRST DAY, 11TH FEBRUARY.

Hongkong has been almost sufficed with events of recent days, but nothing can withstand the annual Race meeting held under the auspices of the Hongkong Jockey Club. The general body of people, even although they may have no direct interest in the Races themselves, have generally worked themselves into a minor fever of expectation, for it is one of the few happenings in Hongkong which can be witnessed for nothing—which, paradoxically speaking, is a consideration in itself—and it is an opportunity when all may find room to enjoy the spectacle of a gallant tussle gallantly fought to a finish. For that reason, if for no other, it was little to be wondered at that early in the forenoon thousands of people were streaming towards, a thing which increased in volume every minute. But more immediate concern is centred in those who have an intimate and direct connection with the Races themselves, those who are primarily responsible for the holding of the meeting, and this year there is much that is of interest beyond ordinary years.

The Races for 1906 had been, as usual, considered by the stewards of the Hongkong Jockey Club in the latter part of last year, and arrangements were made to hold the meeting on certain dates in March. It had been decided that the best season would be the 1st, 2nd, and 3rd of March, but after that pronouncement had been issued by the Jockey Club, information was received that H. R. H. Prince Arthur of Connaught had been delegated by His Majesty the King to proceed to Japan carrying with him the Insignia of the Order of the Garter with which His Royal Highness was to invest the Emperor of Japan. It was also stated that the Prince would stay several days in Hongkong, and might possibly visit Canton. Such an announcement naturally imported a new element into the consideration of the question when the Races should be held.

But prior to this, a few of the leading members of the Club had foregathered and broached a proposal submitted by one or two enthusiasts that a special "sky" meeting should be held on an earlier date. The result of this conference was that a "sky" meeting was arranged to take place on the 11th of February. So far had the negotiations gone in connection with the "sky" meeting that a programme consisting of eight events had actually been drawn up, and practically matters were in ship-shape form for an enjoyable race-day on the 11th. The news that Prince Arthur of Connaught would be en route to Japan on that date, and that His Royal Highness intended to remain in the Colony for several days, effectually quashed that meeting.

It now remained for the Jockey Club to decide about the March event. There was absolute unanimity that the original dates should be cancelled, and that the annual meeting should be held on the 12th, 13th and 14th. After all, it was argued, racing is the "sport of kings," and it is too well known to need elaboration here that the Royal Family of Great Britain, all its cadet branches, and the vast majority of the nobility, have a distinct penchant for racing, a liking to which all classes plead guilty. Therefore the Jockey Club carried the entire community's approval with them when they announced that the 1906 Races would take place on an earlier date than that at first determined upon, in order that Prince Arthur of Connaught might have an opportunity of attending.

Sport in China is vastly different from what it is in England or Ireland. Racing is conducted in England under conditions which could never be applied to Hongkong. Here we speak of ponies, and give them names which are not remembered for more than a month or so by the man-in-the-street, whereas the personality and even the pedigree of winners of the Two Thousand Guineas, the Cesarewitch, the Cambridgehire, the Oaks, the St. Leger, and always of the Derby, are practically household words—quite as much as Dan Leno, Harry Randall or any of those who are recognised leaders in sporting or theatrical life. In Hongkong, on the other hand, the Races are run purely for sport; they are a long-

looked-forward-to event and are prized accordingly. It was naturally inferred that the Prince would be in a position to patronise the sport as understood in Hongkong, and grace the meeting with his presence. Unfortunately, the death of King Christian of Denmark has resulted in the Prince having to adopt mourning, which rendered it impossible that he should attend the race meeting. It was particularly unfortunate that the calamity which has befallen the Royal circle should have occurred at this time, but of course we must bow to the inevitable.

It has been observed that this meeting is invested with interest for several reasons, one of which has been given. But there was another; it seemed doubtful at one time whether there would be a sufficiency of ponies in Hongkong to warrant the holding of a meeting. When the Shanghai Horse Bazaar people were, as usual, applied to, they stated that this year there was an exceptional scarcity of Mongolian ponies, but they would, of course, do their best to meet the requirements of sportsmen in Hongkong. Time passed on, and still there was no news of the ponies' forthcoming, and those who have an appreciation of horse-flesh and a love of the sport saw visions of a blank year. Mr. Hough, the Clerk of the Course, was always genial and confident on the subject. "Never fear," was his invariable remark, "the ponies will be here in good time." Outside were openly sceptical, but the Clerk of the Course adhered to his Sphinx-like attitude. In the end, of course, he justified his prediction, with the result that we have the Race meeting which opened to-day.

The ponies were very late in arriving at Hongkong. One humorist, as he looked over the first batch sang, "Oh, but ye've been lang o' comin', lang, lang o' comin'!" and when they did appear they were in *puris naturalibus*, so to speak. They had coats on them that would have defied the severest Arctic winter; they looked more like moose on a small scale than ponies, and they were out of condition. The main thing was—the sportsmen consoled themselves with the thought—they have come. The result of the dilatoriness was that the training season was greatly shortened. The animals had to be ready to meet the starter in much less time than that usually at the command of owners and trainers. But it is wonderful what hard work, sound knowledge of the animal, and keen determination to be prepared at all hazards will perform.

As the results of to-day's Races conclusively prove, too much praise cannot be bestowed upon the owners as well as the trainers for the fine form exhibited by the animals in each of the first day's racing events. They were in really tip-top order, and as anxious for the fray as their owners and supporters themselves. So that if Hongkong, on account of its situation, can never become a land where horsemanship or the handling of the ribbons can daily be seen, it has at all events the men residing here who know the weaknesses, foibles, and humours of the quadruped, and know, moreover, how to bring these out to the fullest advantage.

The Race-course was the Mecca of all true sportsmen to-day. A raw biting wind swept over the course from Wong-Nei-Chong; occasionally it rose to a mild gale, and once it swept the handsman and their stands off the platform which had been erected for them near the Grand-stand. Few cared to face the blast without having ample covering, or keeping in motion all the time. But it was a grand day for the races, nevertheless. And the ladies with their cosy cheeks and glinting eyes looked better than ever they would have done on a sultry summer's day. It was not what, from a masculine point of view, could be termed a fashion-plate occasion; but it is wonderful how the other sex can manage to look charming even when muffled up to the chin.

When the Races opened at 11.20 a.m. there was not a soul in the Grandstand; but many of the owners' stands were well-filled. The owners' stands were, as on former occasions, decorated with the colours of the patrons to whom they belonged, and surrounded with flowers and evergreens. Flags flew from every stand. There were special stands for His Excellency the Governor and the members of the Hongkong Club, Major-General Villiers Hutton and the officers of the Royal Engineers, and two or three others.

The arrangements for dealing with the requirements of those calling for tickets were admirable. In the centre of the stand was the booking office; the eastern section was set apart for tickets and the western section for pay-out stalls. There were plenty of these to meet the rush after each race and thus confusion was avoided. The names of those in charge of the booking office were Messrs U. Rumjahn, A. Ashew, Johnstone, J. D. Osmond, J. M. Grace, W. Woodruff, W. Dittwhistle, F. Binns, J. Lucas Silva, H. P. Mader, A. M. C. Silva, K. X. B. Ribeiro, sen., and F. X. B. Ribeiro, jun., S. A. Box, S. Ismail, F. Motee, B. M. Conceicao, and N. Maral. Mr. I. P. Mader of the King Edward Hotel was in command, with Mr. U. Rumjahn as chief assistant. They had a staff of 65 Chinese.

There was a big body of police on the ground, including all branches of the establishment—Europeans, Indians, and Chinese—under the direction of Chief Inspector Baker with Inspector Gourlay second in charge.

When the flag was hoisted for the first race, there was a goodly number of well-known faces to be seen on the ground. The Kialto had removed its quarters for the nonce, while all sections of the community could be seen hobnobbing with each other in the genial but difficult task of picking out winners. The longer they looked at the board the longer grew their faces, and the more perplexing became the problem. There is no doubt about it, the Race-course is the grand leveller *par excellence*. The nip in the air only added to the spirit of camaraderie; it provided the great needful topic of introduction.

The sound of the bell drew the habitues of the pari-mutuel from the severe mental exertion of calculating how much they stood to win when their choice romped home. One of the first things that everybody remarked—and, be it said *en passant*, that the true lover of sport is nothing if not critical—was the fact that the jockey on Frechdachs was not wearing his proper colours. However, that could not be mended now. He was wearing Mr. Buxey's famous blue and white stripes. True to immemorial custom, the meeting began with a false start, which sent Melinite—one of the Governor's trio—galloping as far as the village. The second start was fairly satisfactory, although on this occasion we rather fancy Melinite remained over-long behind. At any rate "Aconite," another of the Governor's ponies, took up the lead and with El King kept well ahead. The Rabbit gripped on to the leaders with the best intentions. When Frechdachs appeared on the scene it is not exactly possible to say, but coming down the bend he overhauled the foremost ponies in remarkable style; till he had passed Rabbit and challenged El King. Then the pair raced neck and neck. El King just a jockey's cap ahead, until the Judge's stand was passed. Some thought Frechdachs had won; it was a toss-up. The Judge found it a dead heat, Rabbit getting a place. It was a beautiful race and stamped Hayes immediately as a consummate rider. For it was sheer riding that drew Frechdachs level and prevented "El King (Burkill up) winning.

In the Victoria Stakes Burkill and Hayes again met—a King and a Rose, quite a royal arrangement. Heather King has been fancied for some little time back, with the result that he became a strong favourite with the backers. The event proved that predictions were correct. From a spectacular point of view a poor race—but then it gave Burkill his revenge.

A little incident which occurred at the outset gave a fillip to the Valley Stakes. Peebles proved restive, and jerked Gresson out of the saddle. A knowing horse this! for he did it right in front of the Grandstand. It is always most annoying to hear that something has happened at the other end of the course and have to trust to embroiderers of fairy tales for the truth. Peebles was forgiven on the spot. The race, a three-quarters, lay for most of the way between Wakelyn, Speculation, and Red Herring. At one time Wakelyn seemed to have the race in hand, but Speculation gamely responded to the call and waltzed home winner by a couple of lengths. Mackie deserves credit for gaining The Skirl a place.

In the Maiden Stakes, Kamloops ran its speed away at the outset, with the result that before half the distance had been covered it was left behind. The race eventually, after much shifting and changing, fell between the Roses and the Kings once again. But from the Rock, Triumph Rose, which was well backed, had matters pretty much on its own. There was no particularly noteworthy feature about the race, except that it proved the capacity of Hayes and Triumph Rose.

There was an absorbingly interesting moment in the race for the Footchow Cup when Lucky Chief seemed about to run away from Czardas. But all the prognostications about the favourite proved correct for gaining strength at every stride, Czardas overhauled the Chief hand over hand. Still it was a close shave, for Lucky Chief was in front at the bend and seemed inclined to retain the lead. The others, with one or two exceptions, somewhat disappointed their backers. Looking at the time, it is clear that this was a waiting race, although the heavy course may have had something to do with it.

Following this, we had a surprise when Arab Chief ridden by Moller snatched victory from what were considered his backers in stamina and speed. The quartette hung together for most of the distance, and final tussle was expected between Glorious Rose and the King. But there is more in Arab Chief than appears on the surface. Mr. Moller won a victory whose excellence was seen in the applause of the spectators as Mrs. Moller led her husband's mount into the paddock.

The last races of the day were productive of some surprises, especially in the case of the Chinese Cup, when Mr. E. W. Mitchell

had a popular win with Zapeter. Sundial, who came in second, was also a surprise packet, whereas Maori King who secured third place was commonly expected to win. The Lusitano Cup brought out a field of seven, Burkill's mount being fancied by some. Sycee King, one of Potts's favourites for the Derby, won the race as easily as he pleased, with Spotted Rose second and The Quack third. Five starters appeared for the Hongkong Club Cup which was won by Coronet Rose, with White Blaze second. The last race of the day, the Commodore's Cup, saw another big field. There were 13 entries and Commodore Dickson's prize fell to Mr. Paul Chater with Wakelyn.

The day's events resulted in many surprises, especially in the case of the one of Arab Chief winning from Emerald King in the Garrison Cup. What the result of the Derby will be to-morrow is now an open question. Arab Chief was never considered to be in the running at all.

A word of praise should be accorded the Tramway Company for the excellent running of the cars. Mr. Course, the traffic manager, superintended the returning cars and everything went off without a hitch.

The band of the Royal West Kents delighted the spectators with the following programme of music.

1. March	"The Captain"	Souza
2. Overture	"The Flamingo"	Albion
3. Selection	"Kismet"	Leonovale
4. Selection	"The Girl of the Year"	Leonovale
5. Interlude	"Anna"	Grey
6. Selection	"The Gondoliers"	Sullivan
7. Selection	"The Flamingo"	Albion
8. Overture	"The Flamingo"	Albion
9. Selection	"The Flamingo"	Albion
10. Selection	"The Flamingo"	Albion
11. Selection	"The Flamingo"	Albion
12. Selection	"The Flamingo"	Albion
13. Selection	"The Flamingo"	Albion
14. Selection	"The Flamingo"	Albion
15. Selection	"The Flamingo"	Albion

THE HONG-NEI CHONG STAKES.—Value \$250. Second to receive \$100; and third \$50. For China ponies subscription griffins of this season 1905-1906. Weight for inches as per scale. Jockeys who have never had a winning mount allowed 5 lb. Entrance \$10. Half a mile.

Mr. G. H. Potts's El King, 11st 12lb	(Burkill)	1
Mr. Christian's Frechdachs, 10st 9lb	(Hayes)	2
Mr. E. Goetz's Rabbit, 10st 9lb	(Mackie)	3
Mr. D. Macdonald's Highland Chief, 10st 9lb	(Iderton)	0
Major Parker and Mr. Hamer's Baluchi, 10st 4lb	(Hamer)	0
Mr. E. Sir Matthew Nathan's Aconite, 10st 13lb	(Moller)	0
Mr. Drysdale's Jovial Monk, 10st 9lb	(Dupree)	0
H. E. Sir Matthew Nathan's Melinite, 10st 10lb	(Lejle)	0
Mr. John Peel's Gaberlunzie, 10st 7lb	(Gresson)	0

Mr. Burkill was the first jockey weighed out. Frechdachs's rider was wearing the wrong colours, having donned the blue and white stripes of Mr. Buxey's stables. From a false start Melinite ran as far as the village before being pulled up. When the bell rang, the Governor's Aconite was in the lead, with El King second and Rabbit third. They remained in that position until the Rock was passed. El King then drew ahead from Aconite followed closely by the Rabbit. The King gave way for a time to the Rabbit at the bend, but once again the King crept ahead with Rabbit second which was the position at the curve. Frechdachs, which had shot out from the mob, and was ridden by Burkill, was keeping close track of El King and a beautiful race for premier place occurred down the straight. It was a doubtful thing that El King and Frechdachs came in a dead heat with Rabbit in third place.

Time, 105 4/5.
Winner, El King, \$8.30; Frechdachs, \$6.10
Pari-mutuel, El King, \$5.20 and Frechdachs \$5.20; 3rd Rabbit, \$13.50.

2.—THE VICTORIA STAKES.—A sweepstakes of \$10 each, with \$300 added. Second to receive \$100; and third \$50. For China ponies. Weight for inches as per scale. Non-fid griffins on date of entry allowed 5 lb. Subscription griffins of this season 1905-1906 allowed 10 lb. One mile.

Mr. G. H. Potts's Heather King, 11st 4lb	(Burkill)	1
Mr. John Peel's Ca-Canny, 10st 13lb	(Johnstone)	2
Mr. Buxey's La France Rose, 10st 13lb	(Hayes)	3
Mr. P. Simcock's Mick, 11st 4lb (Owner)	0	0

A small field started with Heather King as the favourite, and Ca-Canny and La France Rose sharing favour for second place. When the flag dropped Mick made the race from Ca-Canny with La France Rose third and Heather King last. Ca-Canny was near the rails and next him was La France Rose with Heather King to the left and Mick on the outer course. The position past the Stand was like at the start. At the back stretch Heather King was hard held in the tail end with the emerald jockey close to him. Ca-Canny led the field at the Football Stand and La France Rose made an effort to draw level with him going up the hill. Burkill, sure of his mount, until after the Rock was passed when he easily overtook La France Rose and Ca-Canny respectively, and when once in the lead the race was decided for Heather King, who shot several lengths ahead round the bend and coming down the straight cantered home as he liked, and won hands down by twenty lengths from Ca-Canny, who was ahead three lengths from La France Rose, a poor third. Mick was never in the race.

Time, 2:14 4/5.
Winner, \$20.00.
Pari-mutuel, \$15.10 and \$7.10.

3.—THE VALLEY STAKES.—A sweepstakes of \$10 each with \$300 added. Winner to receive 70 per cent.; second 20 per cent.; and third 10 per cent. For China ponies subscription griffins of this season 1905-1906. Weight for inches as per scale. Three quarters of a mile.

Mr. C. C. Moxon's Speculation, 10st 9lb	(Johnstone)	1
Mr. Cruickshank's Red Herring, 10st 12lb	(Burkill)	2
Messrs. T. F. Hough and R. Shawan's The Skirl, 10st 12lb	(Mackie)	3
Mr. Smith's Nugget, 11st 1lb	(Ingles)	0
Mr. Melrose's Eagle, 11st 1lb	(Dupree)	0
Mr. G. G. Nival's Sapphi, 11st 1lb	(Cor)	0

Mr. Magpie's Velocity, 10st 12lb	(Humphreys)	0
Capt. W. Arbuthnot-Leslie's Lyddine, 11st 1lb	(Leslie)	0
H. E. Sir Matthew Nathan's Cordill, 10st 12lb	(Moller)	0
Mr. A. Babington's Rover, 10st 9lb	(Alderton)	0
2nd Baluchi's Pathan, 11st 1lb (Hamer)	0	0
Mr. Paul Chater's Wakelyn, 10st 9lb	(Gresson)	0
Mr. T. S. F. Frost's Peebles, 11st 1lb	(Gresson)	0

Just before the race started, Peebles when passing the Judge's Box threw his rider (Gresson) off the saddle, and indulged in a freak of his own, trotting down to the Bowington bridge and back again. This was what he did when the flag did go down the field was widely separated. Speculation led, Wakelyn was close behind, and Red Herring led the bunch in the third place. Humphreys's mount brought up the rear a long way behind. Racing up the hill from the starting post there was no change, but coming down Ca-Canny's pony seemed to have assumed the lead and looked as if he was easily ridden. Speculation was game enough to challenge the premier position and at the village forged ahead and raced hard down the straight, winning by a couple of lengths from Burkill's mount. Mackie piloted. The Skirl into third place in capital style. Mrs. Moxon led Speculation (the winner) whose rider was loudly applauded.

Time, 1:39 4/5.
Winner, \$27.10.
Pari-mutuel, 1st \$9.00; 2nd \$12.00 3rd \$33.20.

4.—MAIDEN STAKES.—Value \$50. Second to receive \$10; and third \$50. For China ponies born & bred griffins on date of entry. Weight for inches as per scale. Subscription griffins of this season 1905-1906 allowed 7 lb. Entrance \$10. Three quarters of a mile.

Mr. Buxey's Triumph Rose, 11st 1lb	(Hayes)	1
Mr. G. H. Potts's Exchange King, 11st 1lb	(Burkill)	2
Mr. Hargrove's Old Boy, 11st 1lb	(Moller)	3
Mr. Wingard's Kamloops, 11st 1lb	(Cor)	0
Messrs. Macdonald and Alderton's Banzai, 10st 12lb	(Robertson)	0
Mr. Cruickshank's New Boy, 11st 1lb	(Alderton)	0

The position at the starting post was: Kamloops on the rails, Old Boy next, Exchange King, New Boy, and Triumph Rose at the further end. It was some little time before the field was got away, and when it did it was to a start. Kamloops and Exchange King started to the front at once; Triumph Rose (the favourite) was a length behind. Old Boy had the worst of the start, several lengths behind the leaders. Negotiating the uphill incline Kamloops and Exchange King were making a rapid pace—too rapid, indeed, for the staying powers of the former. Hayes was never doubtful of what the Derby favourite can do and when the cluster emerged from the Rock, Triumph Rose assumed the lead without the least difficulty. His position was never threatened. Triumph Rose raced home anyhow and won as he liked. Exchange King was second; the race for this position was grimly challenged by Old Boy. In the meantime Kamloops had dropped out of the race and New Boy was hopeless. Banzai never counted for a place. The order passed the winning post was Triumph Rose, Exchange King, and Old Boy third.

Time, 1:37 1/5.
Pari-mutuel, 1st \$6.00; 2nd \$5.80; 3rd \$11.10.
After this race an adjournment was made for dinner.

[Continued on Supplement.]

To-day's Advertisements.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-SEVENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the Offices of the Company, King's Buildings, Connaught Road, on WEDNESDAY, the 7th day of March, 1906, at 12 o'clock (noon), to receive a Statement of Accounts to 31st December, 1905, and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st February to the 7th March, both days inclusive.

JARDINE, MATHESON & Co., General Managers.
Hongkong, 12th February, 1906. [278]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that GILLESPIE, BROTHERS AND COMPANY, of Anchor Flour Mills, Sydney, Australia, Millers, have on the 9th day of January, 1906, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

"THE DEVICE OF A COCKATOO AND THE WORD COCKATOO"

in the name of GILLESPIE BROTHERS AND COMPANY, who claim to be the proprietors thereof.

The Trade Mark is intended to be used by the applicants forthwith in respect of the following goods:—

FLOUR, IN CLASS 42.
A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 12th day of February, 1906.
DENNIS & BOWLEY, Solicitors for the Applicants.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR MARSEILLES, HAVRE, ANTWERP (DIRECT).

Taking Cargo to LONDON with prompt transshipment at Marseilles, Calling at MANILA, RAGONG, SINGAPORE and COLOMBO.

THE Company's Steamship

"KOUANG-SI," Captain Barillon, will be despatched as above, on about the 12th February, 1906. This Steamer has Accommodation for Passengers and carries a fully qualified Doctor.

For information as to Passage and Freight, apply to
G. DE CHAMPEAUX, Agent, Queen's Building, Hongkong, 20th January, 1906. [128]-K

Intimations.

ROBINSON PIANO CO., LD.

THE APOLLO PIANO PLAYER

IS A MUSICAL TRIUMPH.

You should hear it. RECITALS DAILY.

NEW MODEL PIANOS

BY THE MOST NOTED EUROPEAN MAKERS.

"OWN MAKE" IN SOLID TEAK.

Embodying the MINIMUM OF COST

WITH THE MAXIMUM OF EXCELLENCE

\$375 AND UPWARDS.

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WITH TAPERING ARMS.

LATEST OPERAS AND SONGS.

Hongkong, 1st February 1906

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THE DISTILLERS COMPANY LIMITED.

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GINS

PER DOZEN \$8.00

Old Tom and Dry.

SOLE AGENTS—

H. PRICE & CO., 12, QUEEN'S ROAD CENTRAL.

Hongkong, 28th December, 1905.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH, AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO	DATE
GLASGOW AND LIVERPOOL	"YANGTZE"	17th February.	
GLASGOW AND LIVERPOOL	"LAURETTE"	20th "	
GLASGOW AND LIVERPOOL	"DIOMED"	27th "	
GLASGOW AND LIVERPOOL	"AGAMEMNON"	6th March.	
GLASGOW AND LIVERPOOL	"TEENKAI"	13th "	
GLASGOW AND LIVERPOOL	"MACHAON"	20th "	
GLASGOW AND LIVERPOOL	"KEEMUN"	27th "	
GLASGOW AND LIVERPOOL	"KINTUCK"	28th "	

The S.S. "Yangtze" left Singapore this morning, and is due here on the 17th inst.

HOMeward.

FOR	STEAMERS	TO	DATE
AMSTERDAM, LONDON & ANTWERP	"PATROCLOS"	13th February.	
AMSTERDAM, LONDON & ANTWERP	"ANTENOR"	20th "	
AMSTERDAM, LONDON & ANTWERP	"SAINT BEDE"	27th "	
AMSTERDAM, LONDON & ANTWERP	"ACHILLES"	13th March.	
AMSTERDAM, LONDON & ANTWERP	"PELEUS"	20th "	
AMSTERDAM, LONDON & ANTWERP	"ALCINOUS"	27th "	
AMSTERDAM, LONDON & ANTWERP	"DIOMED"	10th April.	
AMSTERDAM, LONDON & ANTWERP	"AGAMEMNON"	20th "	
AMSTERDAM, LONDON & ANTWERP	"TEENKAI"	24th "	

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AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, and NAGASAKI, KOBE and YOKOHAMA	"YANGTZE"	19th February.	
	"KEEMUN"	24th March.	

FROM	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"OANFA"	1st March.	

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 12th February, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO	DATE
MANILA	"TEAN"	13th February.	
TSINGTAO and CHEFOO	"CHINKIANG"	13th "	
SHANGHAI	"YO-HOW"	15th "	
CEBU and ILOILO	"SUNGKIANG"	16th "	
MANILA	"TAMING"	20th "	
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, SYDNEY and MELBOURNE	"TSINAN"	28th "	

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

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BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 12th February, 1906.



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Highest Class, newest, fastest and most luxurious Steamers
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Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA	SATURDAY, 17th Feb., at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 24th Feb., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 10th February, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
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FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	About

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
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Hongkong, 23rd December, 1905.

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'ARQUILLAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 10th July, 1904.

Dr. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VOUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.M.R.THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sundays
at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 3.30 P.M.,
if tide permits.

FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 30
cents, Return, 50 cents; Storage, 10 cents.
Breakfast, Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.

On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.
First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Ticket. Should
the Steamer not run on the Monday, owing to
the boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.
The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

SAM WANG CO.
Hongkong, 2nd January, 1906.

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THE New Twin Screw Steel Steamers

"KWONG CHOW".....1,309...T. R. MEAD.
"KWONG TUNG".....1,238...H. W. WALKER.
Leave Hongkong for Canton at 9 every
evening (Saturday excepted).
Leave Canton for Hongkong about 5.30
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These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.

Passage Fare—Single Journey...\$4

Meals.....\$1 each.

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No. 8, Queen's Road West.

Hongkong, 23rd August, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI VIA SWATOW	"KIWONGSANG"	TUESDAY, 13th Feb., Daylight.
MANILA	"YUENSANG"	FRIDAY, 16th Feb., 4 P.M.
SHANGHAI	"CHOYSANG"	SATURDAY, 17th Feb., 3 P.M.
SINGAPORE, PENANG & CALCUTTA, NAMSANG	""	THURSDAY, 22nd Feb., 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
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For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
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Hongkong, 10th February, 1906.

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PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

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Steamship	Tons	Captain	To Sail at
"ARABIA"	4,183	Mettenhain	February 20th.
"ARAGONIA"	5,198	Ernst	March 10th.
"NICOMEDIA"	4,376	Wagemann	March 23rd.
"NUMANTIA"	4,376	Feldmann	April 6th.

The S.S. "Arabia" left Moji on Saturday, the 10th instant, and may be expected to arrive here
on the morning of the 16th.Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

"BEN" LINE OF STEAMERS.

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THE Steamship

"BENLARI,"

Captain Wallace, will be despatched as above,
on or about the 23rd instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
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Hongkong, 6th February, 1906.

EASTERN AND AUSTRALIAN STEAM-
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FOR SYDNEY AND MELBOURNE.

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Queensland Ports, and taking through Cargo to
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"EASTERN,"

Captain Powell, will be despatched for the
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electric fans fitted in staterooms.

For Freight or Passage, apply to

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Hongkong, 31st January, 1906.

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BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
"Hymus"	3,753	J. Alwen	20th Feb.
"Tremont"	9,066	F. W. Garlick	23rd Feb.
"Lyra"	4,417	G. V. Williams	"
"Shawmut"	9,656	E. V. Roberts	"

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND COUSINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "Shawmut" and "Tremont"
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.Queen's Buildings,
Hongkong, 12th February, 1906.REGULAR STEAMSHIP SERVICE
TO NEW YORK.VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship About

"ST. GEORGE".....20th February.

"SHIMOSA".....to follow.

For Freight and further information, apply

DODWELL & CO., LIMITED,
Agents.

Hongkong, 9th February, 1906.

Shipping—Steamers.

NAVIGAZIONE GENERALE ITALIANA,
(Florio and Rubattino United Companies).STEAM FOR
HOMBAY VIA SINGAPORE AND
PENANG.

Having connection with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN
and GENOA, also
VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE,
and SOUTH AMERICAN PORTS
up to CALLAO.
(Taking Cargo at through Rates to PERSIAN
GULF and BAGDAD, also BARCE-
LONA, VALENZA, ALICANTE,
ALMERIA and MALAGA).

THE Steamship

"CAPRI,"

Captain Belsito, will be despatched as above,
on WEDNESDAY, the 14th instant, at Noon.At BOMBAY, the Steamer is discharging in
Victoria Dock.For further Particulars regarding Freight
and Passage, apply toCARLOWITZ & Co.,
Agents.

Hongkong, 7th February, 1906.

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FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain A. Stewart, will be despatched for the
above Ports, on WEDNESDAY, the 14th
instant, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 9th February, 1906.

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Consignees.

FROM HAMBURG, PENANG AND
SINGAPORE

THE H. A. L. Steamship

"TEUTONIA,"

Captain Oesterreich, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazard-
ous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored at
Consignees' risk and expense.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 16th February, 1906, will
be subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 16th February, 1906, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 9th February, 1906.

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FROM HAMBURG, EMDEN, PENANG
AND SINGAPORE.

THE H. A. L. Steamship

"SAXONIA,"

Captain Sachs, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazard-
ous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored at
Consignees' risk and expense.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 14th February will
be subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 14th February, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 7th February, 1906.

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BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"ZIBENGHLA,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.Cargo impeding the discharge or remaining
on board after 4 P.M., TO-DAY, the 9th instant,
will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 9th February, 1906.

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NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"CATHERINE APCAR,"

having arrived from the above Ports, Consig-
neers of Cargo are hereby informed that their
Goods will be delivered from alongside.Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.Cargo remaining on board after 4 P.M. of the
12th instant, will be landed at Consignees' risk
and expense into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited.Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside,
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.

No Fire Insurance has been effected.

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 8th February, 1906.

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Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEDI,"

FROM ANTWERP, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the hazardous and/or extra
hazardous Godowns of the Hongkong and Kow-
loon Wharf and Godown Co., Ltd., whence
and/or from the wharves delivery may be
obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods unde-
livered after the 16th instant will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 24th
instant, or they will not be recognised.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 16th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 10th February, 1906.

Intimations.

EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

LETTER TO POLICYHOLDERS FROM THE PRESIDENT.

New York, December 14th, 1905.

TO THE POLICYHOLDERS:

I HAD hoped to make some statement to you before this, but I have believed it was best to wait until I could give you a final conclusion in regard to the financial condition of the Society based on full investigation. This explains the delay in communicating with you.

On June 9th last, under the condition that I should have full power as to men and methods, and with no pledges of my kind to any one, I was elected by the Directors of the Society as CHAIRMAN of the BOARD, and at once assumed the active management of the Society's affairs.

Soon after I was elected PRESIDENT of the SOCIETY and the Office of Chairman was abolished.

One of the first acts of my administration was the employment of Messrs. Price, Waterhouse & Company, chartered accountants of Great Britain and New York, and Messrs. Haskins & Sells, certified public accountants of New York, to investigate the affairs of the Society, under directions to render complete and exhaustive reports on the following subjects:

1. The Society's annual expenses, including legal expenses, advertising expenses, agency expenses, and cost of securing business.

2. The real estate investments of the Company, including in the case of each parcel the value at which it is carried upon the books of the Society; the income which it yields; and the fair valuation of the property, whether above or below the value at which it is carried upon the books of the Society. (If necessary, real estate experts may be employed in ascertaining the value and income of the real estate, subject, of course, to my approval as to men and terms.)

3. The other investments of the Society; their character; and the circumstances under which they have been made.

4. The Society's surplus and the manner in which it is carried upon the books of the Society.

5. The methods of keeping the Society's accounts, and the respects in which its accounting may be improved.

6. The relations between the Society and the trust companies, banks, safe deposit companies, and other institutions with which the Society is affiliated by ownership of considerable amount of stock or otherwise. (In the case of every corporation in which the Society has a dominant or important interest, or with which the Society has special relations, the ownership of stock other than that owned by the Society should be ascertained so far as practicable.)

7. The subjects covered by the report of the Investigating Committee of which Mr. Frick was Chairman should be fully investigated.

8. When the report of the New York Superintendent of Insurance has been made that report should be carefully studied and every matter covered by it or by the recommendations of the Commissioner should be carefully examined.

Subsequently a still more elaborate plan of investigation was agreed upon with these accountants, and I doubt if any American insurance company has ever before had such an exhaustive examination.

It has taken a large force of men five months to ascertain the exact financial status of the Society, now fully exposed by the balance sheet transmitted with the following note and reproduced on pages 6 and 7.

New York, November 29th, 1905.

Mr. PAUL MORTON, President.

The Equitable Life Assurance Society of the United States, 120, Broadway, New York.

DEAR SIR:—The exhaustive examination which we have made of the affairs of the Equitable Life Assurance Society of the United States is so far completed, that we are now able to furnish you with a Balance Sheet showing the true Financial Position of the Society on September 30th, 1905.

The Assets of the Society as claimed were all found to be on hand, and amounted in value to \$1,165,500.10 as shown by the Balance Sheet.

The Surplus over and above all liabilities amounted to \$7,142,865.41.

A conservative revaluation of the Assets, including a re-appraisal of all the real estate owned by the Society or covered by mortgages held by the Society, has resulted in a reduction in certain of the values adopted in the Society's last Annual Report, principally in Real Estate and in Stocks of certain financial institutions.

Yours very truly,

(Signed) PRICE, WATERHOUSE & CO.,
Chartered Accountants.

by A. LOWES DICKSON, F.C.A., C.P.A.
(Signed) HASKINS & SELLS,
Certified Public Accountants,
by ELIJAH W. SELLS, C.P.A.

You will be gratified to learn:

(1) That all the assets claimed by the Society are on hand, are of a high grade, and are conservatively worth \$1,165,500.10.

(2) That over and above all liabilities, the surplus is \$7,142,865.41, about seven-eighths of which is a fund for division among existing deferred dividend policies at the end of their accumulation periods.

(3) That the reduction in the book value of our assets and surplus is caused by a revaluation on a conservative basis, and in no way reduces the income of the Society.

The decrease in the value of assets is chiefly in real estate which was carried at prices too high, and in shares of certain financial institutions which were carried at market prices based on transactions, which were deemed by the accountants to be excessive.

RETIREMENT.

Economies amounting to \$300,000.00 a year have already been introduced, which if capitalized on a four per cent. basis would be equivalent to an additional investment of over \$15,000,000. This more than covers the marking down of assets. I expect to institute still further economies of a radical character.

RESTITUTION.

Under the past management transactions involving the expenditure of large sums of money have been carried through frequently without any proper authority of the Board of Directors and with very meagre bookkeeping records, so that it has been difficult in many instances to secure explanation of certain transactions which have taken place during the last ten years, some of which involve a financial loss to the Society.

The liabilities disavowed by the Society, and the amounts restored to the Society approximately \$3,000,000, and legal proceedings have been instituted for the recovery of considerable additional sums.

Intimations.

ANNUAL AUDIT.

It will be the policy of the new administration of the Society to insist on an independent audit of its accounts as to its financial condition, once each year, the result of which will be published.

NOMINATION OF DIRECTORS.

Under the change in ownership of a majority of the stock, the shares were at once put in trust and Directors are now nominated by the trustees—Hon. Grover Cleveland, Justice Morgan J. O'Brien, and Mr. George Westinghouse. Thirteen Directors are chosen annually, and the Trustees will each year offer an opportunity to the policyholders to express their preferences in respect of the choice of Directors.

POLITICAL CONTRIBUTIONS.

It will be the policy of the Society hereafter not to make contributions to political campaigns. It is my opinion that we have no right to use the funds of the Society for any such purpose.

REAL ESTATE MORTGAGES.

In the last ten years this Society has loaned over \$120,000,000 on real estate mortgages, mostly in large cities. Only in six of these cases has it had to take property under foreclosure and in these six instances the property was sold so as to net a profit. It will continue to be the policy of the Society to make investments of this description.

COST OF INSURANCE.

The very essence of life insurance is safety and this can be secured only by reasonable premiums.

A great many Equitable policyholders are doubtless asking themselves the question whether it will pay them to continue their policies. To such I wish to say most emphatically that my investigation of the affairs of the Society has convinced me that there is no cheaper way for the policyholders of the Equitable to have sound life insurance than by retaining their policies. As I have pointed out, the surplus of over \$7,000,000,000, is safely invested upon a basis which returns an excellent rate of interest upon the revised valuations, and I expect in due time to accomplish such economies that the cost of administration and securing new business will be reduced to the lowest possible basis consistent with safety and efficiency. I, accordingly, believe that by continuing your policies in the Equitable you will receive life insurance at the lowest cost consistent with safety.

I therefore advise you to continue to pay your premiums, to allow your policies to lapse will be doing yourselves injustice. Your contracts with this Society are as safe and sound as anything earthly can be. Where lapses have already occurred the agents of the Society will cheerfully assist in restoring policies.

EXTRAORDINARY EXPENSES IN 1905.

I congratulate you and all policyholders in solvent concerns on the reformatory results of the agitation of the past year. This Society alone has undergone four separate investigations since January 1st. The extraordinary legal and other expenses entailed thereby is amply compensated for by the enforced restitutions and checked waste hereinabove referred to and by the final assurance you now have of the wealth and solvency of your Society. I am convinced that this and other investigations and the resulting stimulation of discussion have attracted public attention to the impregnable strength of established concerns like the Equitable more effectively than could have been done by any other means. While these investigations may have been destructive of individual reputations, the utility of life insurance has been more fully demonstrated than ever before.

There will be no effort by the new administration to have the Equitable company in the world; the effort will be to make it the best and safest. Conservative lines will be followed. It will be the policy not to solicit or secure new business at the expense of the present policyholders, and in case it is determined that business in any section of the world is unprofitable, that field will be abandoned.

Over 98 per cent. of our death claims are settled within 24 hours after proof of death is received, and since January 1st, 1905, through all of the agitation concerning life insurance, this Society alone has paid out in death claims and benefits of other kinds over \$116,799 every working day.

Assuring you that it will be my constant endeavor to conduct the affairs of this Society in a manner that will merit your hearty approbation, I am,

Very truly yours,

PAUL MORTON, President.

BALANCE SHEET.

September 30th, 1905.

ASSETS.

Real Estate \$2,550,270.00

Secured Loans 113,776,006.00

Bonds, Stocks and other Securities 335,538,062.00

Cash in Banks and Trust Companies deposited with Foreign Governments and in transit 7,017,985.01

Premiums in course of Collection 5,895,442.00

Agents' balances 7,563,647.76

Interest and rentals due 4,014,092.05

Total Assets \$1,165,500.10

LIABILITIES.

General Insurance Reserve; net present value of all outstanding policies computed with 4.03 and 3 per cent. interest 342,807,061.00

Current Liabilities: Death claims, endowments, annuities, and dividends due and unpaid 2,556,794.81

Commissions and Current Expenses 2,195,414.19

Premiums, interest, &c., received in advance 1,399,364.68

Capital Stock 100,000.00

Total Liabilities 349,923,631.68

Surplus 7,142,865.41

416,165,500.10

We hereby certify that in our opinion the above balance sheet is correct and is properly drawn up so as to show the true financial position of the Society at September 30th, 1905.

(Signed) PRICE, WATERHOUSE & CO.

(Signed) HASKINS & SELLS.

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER.

41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS AND ENLARGING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 18th September, 1905

Entertainment.

THEATRE ROYAL.

CITY HALL.

HONGKONG AMATEUR DRAMATIC CLUB.

"PRINCESS TOTO."

A Comic Opera in Three Acts, By W. S. GILBERT, will be produced on

THURSDAY, 15th February, 1906.

FRIDAY, 16th "

SATURDAY, 17th "

SUNDAY, 18th "

TUESDAY, 19th "

WEDNESDAY, 20th "

Prices: \$2, \$3 and \$4.

Saloon and Soldiers in uniform half-price to Pit and Pit Stalls.

Doors Open at 8.30 P.M. Performance at 9 P.M.

Booking Office at the ROBINSON PIANO CO., open on and after FRIDAY, the 9th February, from 10 A.M. to 4.30 P.M. each day.

M. S. NORTHGATE, Business Manager.

Hongkong, 2nd February, 1906.

COMMERCIAL.

SHANGHAI SHARE MARKET.

Advices from Shanghai, bearing date 6th inst., state:—Business reported:—Farnham Boys at Tls. 122/10 for March. Lau Kung Mow at Tls. 60. Chinese Engineering and Mining Co. at Tls. 9 1/2 B. S. Langkats at Tls. 230 for March, and Tls. 237 1/2 for June. Hall and Holt at \$15. Telephone at Tls. 58/58 1/2 cash, Colonies at Tls. 18.

Business done direct:—Shanghai and Hongkong Wharves at Tls. 230 cash, and Tls. 235 for March. Farnham Boys at Tls. 122/10 1/2 for March. Ewon at Tls. 52 for March. Peraks at Tls. 71 1/2. Langkats at Tls. 230 for March. Weeks at \$20. Colonies at Tls. 18.

TO-DAY'S EXCHANGE.

Selling.	
100 Hong Kong T.T.	107 1/16
100 Shanghai T.T.	20 1/16
100 Canton T.T.	20 1/16
100 Hankow T.T.	20 1/16
100 Tientsin T.T.	20 1/16
100 Peking T.T.	20 1/16
100 Harbin T.T.	20 1/16
100 Manchuria T.T.	20 1/16
100 Korea T.T.	20 1/16
100 Japan T.T.	20 1/16
100 India T.T.	20 1/16
100 Ceylon T.T.	20 1/16
100 Australia T.T.	20 1/16
100 New Zealand T.T.	20 1/16
100 South Africa T.T.	20 1/16
100 Argentina T.T.	20 1/16
100 Brazil T.T.	20 1/16
100 Chile T.T.	20 1/16
100 Peru T.T.	20 1/16
100 Colombia T.T.	20 1/16
100 Venezuela T.T.	20 1/16
100 Ecuador T.T.	20 1/16
100 Panama T.T.	20 1/16
100 Costa Rica T.T.	20 1/16
100 Nicaragua T.T.	20 1/16
100 Honduras T.T.	20 1/16
100 Guatemala T.T.	20 1/16
100 El Salvador T.T.	20 1/16
100 Honduras T.T.	20 1/16
100 Guatemala T.T.	20 1/16
100 El Salvador T.T.	20 1/16

Shipping.

Arrivals.

Derwent, Br. s.s., 1,562 J. Jenkins, 10th Feb.,	Sourabaya 24th Jan., and Samarang 31st, Sugar and Molasses.—Man Pat.
Rajaburi, Ger. s.s., 1,185, O. Koch, 10th Feb.,	Swatow 9th Feb., Rice.—B. & S.
Yochow, Br. s.s., 1,305, J. H. Brown, 10th Feb.,	Shanghai 7th Feb., Gen.—B. & S.
Merapi, Dut. s.s., 1,552, E. M. Nedals, 10th Feb.,	Singapore 3rd Feb., Sugar.—Order.
Kwonggang, Br. s.s., 1,428, W. P. Baker, 10th Feb.,	Canton 9th Feb., Gen.—J. M. & Co.
Haimun, Br. s.s., 636, A. J. Robson, 11th Feb.,	Swatow 10th Feb., Gen.—D. L. & Co.
Lyeemoo, Ger. s.s., 1,238, F. Th. Lehmann, 11th Feb.,	Faouge River 7th Feb., Rice, Nuts and Oil-cakes.—S. & Co.
Daini Tain Maru, Jap. s.s., 2,489, Kito, 11th Feb.,	Moji 30th Jan., Coal.—Mr. Kuskabe.
Kwangle, Ch. s.s., 1,408, R. Lincoln, 12th Feb.,	Canton 11th Feb., Gen.—C. M. S. & Co.

Departures.

Decatur, for Swatow.	10th Feb.
Daini Maru, for Swatow.	10th Feb.
Enma Luyken, for Saigon.	10th Feb.
Wick, for Bangkok.	10th Feb.
Chu yehow, for Saigon.	10th Feb.
Pinkney, for Cebu.	10th Feb.
Ito Maru, for Singapore.	10th Feb.
Kwangle, for Shanghai.	10th Feb.
Chinking, for Shanghai.	10th Feb.
Chu yehow, for Bangkok.	10th Feb.

Passengers arrived.

Per Merapi, from Singapore—284 Chinese.	Per Yochow, from Shanghai—Mr. Chas. Thompson.
Per Haimun, from Swatow—Mr. Forbes, and Dr. Mansel.	

Passengers departed.

Per Zofia, for Manila and Mr. E. C. Morse, Masters A. and C. Morse, Messrs. U. Ballesterio, J. Valentin, C. Rodriguez, Mr. and Mrs. P. Rodriguez, Mrs. McAlpin, Mrs. S. A. Wolf, Mrs. A. J. Chappell, Mr. C. McClelland, Mrs. Tenty, Messrs. E. G. Gordon and G. W. Wright.	
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Shipping Report.

Str. Haimun from Swatow:—Light Nly and NWly winds, misty, with drizzling rain.	
Str. Lyeemoo from Yangtze River:—During all the voyage, foggy and rainy weather.	
Str. Yochow from Shanghai:—Fine weather to Turnabout, thence strong monsoon to port.	

Vessels in Port.

Capri, Ital. s.s., 4,195 G. Balsito, 6th Feb.—Bombay and Singapore 1st Feb., Gen.—C. & Co.	
Carl Diederichsen, Ger. s.s., 764, H. Schalkier, 9th Feb.—Haiphong and Hoihow 7th Feb., Gen.—J. & Co.	

Calcutta.

Calcutta, Br. s.s., 1,750, A. Stewart, 8th Feb.—Calcutta 24th Jan., Penang 30th, and Singapore 2nd Feb., Gen.—D. S. & Co., Ltd.

Derwent, Br. s.s., 1,490, O. Scharrig, 5th Feb.—Moji 30th Jan., Coal and Gen.—China.

Dr. Hans Jurg Kiser, Nor. s.s., 691, H. E. Larson, 19th Dec.—Hoihow 14th Dec.—Sugar.—Agard & Thorson Co.

Fausang, Br. s.s., 1,300, F. Wheeler, 10th Feb.—Sourabaya 31st Jan., Sugar.—J. M. & Co.

Haus Wagner, Ger. s.s., 665, Kayemann, 3rd Feb.—Swatow 2nd Feb., Ballast.—L. W. & Co.

Katharine Park, Br. s.s., 3,070, W. H. Copp, 26th Jan.—Chiefos 21st Jan., Ballast.—G. L. & Co.

Kohschang, Ger. s.s., 1,296, C. Gosewisch, 5th Feb.—Bangkok (Anghin) 31st Feb., Rice and Timber.—B. & S.

Mercedes, Br. transport, 2,000, J. S. McGregor, 6th Feb.—from Pulo Condore Island, B. & S.

Pitmanulok, Ger. s.s., 1,267, L. Gorkken, 8th Feb.—Bangkok 31st Jan., Rice and Wood.—B. & S.

Shantung, Br. s.s., 1,400, Jno. Robinson, 9th Feb.—Brobolingo 29th Jan., Sugar.—B. & S.

Sungkiang, Br. s.s., 98, Pennefather, 10th Feb.—Cebu and Hoihow 6th Feb., Sugar and Hemp.—B. & S.

Syngue, Ger. s.s., 1,846, Detenon, 25th Jan.—Nagasaki 16th Jan., Ballast.—J. & Co.

Tatar, Br. s.s., 2,768, W. Davison, R.N.R., 6th Feb.—Vancouver 8th Jan., and Shanghai 3rd Feb., Gen.—C. P. R. Co.

Tean, Br. s.s., 1,345, W. B. Brown, 9th Feb.—Manila 6th Feb., Gen.—B. & S.

Telemachus, Br. s.s., 1,310, J. Williamson, 8th Feb.—Saigon 3rd Feb., Rice and Gen.—Chinese.

Tyr, Nor. s.s., 1,248, Neilsen, 10th Feb.—Kuchinotzu 4th Feb., Coal.—N. Y. K.

Victoria, Swed. s.s., 983, J. A. Hellberg, 23rd Jan.—Moji 16th Jan., Coal.—S. W. & Co.

SAILED VESSELS.

Otra, Nor. ship, 1,109, E. Refsnes, 24th Dec.—Fremantle 18th Oct., Sandalwood.—S. & Co.	
Rose, Br. bq, 822, Wright, 10th Nov.—West Australia 4th Aug., Sandalwood.—S. & Co.	

Simla, Br. 4-masted barge, 2,087, Casson, 13th Dec.—Cardiff 4th July, Patent Fuel.—Naval Yard.

Vincent, Br. ship, 1,774, Cox, 28th Jan.—Philadelphina 20th July, 1905, Oil.—S. O. Co.

Steamers Expected.

Vessel.	From.	Agent.	Due.
Princess Alice.	Singapore.	M. & Co.	Feb. 13.
Matopon.	Singapore.	N. Y. K.	Feb. 13.
Emp. of Japan.	Shanghai.	C. P. R. Co.	Feb. 14.
Emp. of Japan.	Shanghai.	C. P. R. Co.	Feb. 14.
Banca.	Singapore.	P. & O. Co.	Feb. 14.
Arabia.	Moji.	P. & O. Co.	Feb. 14.
Namsang.	Singapore.	J. M. & Co.	Feb. 16.

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

M. Struve	31	Kowloon	Dock
Hongkong	10	31	31
Katherine Park	10	31	31
Tatar.....	10	31	31
U.S.A. T. Seward ...	12	31	31
Ithaka	31	31	31
Nanshan	11	31	31
Elizabeth Rickmers...	10	31	31
Quinta	31	31	31
U.S.S. Barry.....	10	Cosmopolitan	31
Chibbi	31	31	31
Quarta	10	Aberdeen	31

